

ALL HANDS

Do you know us?

Sometimes we
aren't recognized
when we go ashore.

That's why we carry
the new U.S. Navy
ID card.

It's welcome on
ships and stations
around the world.

The new U.S. Navy
ID card - don't
leave the ship
without it.

**MARCH
1994**



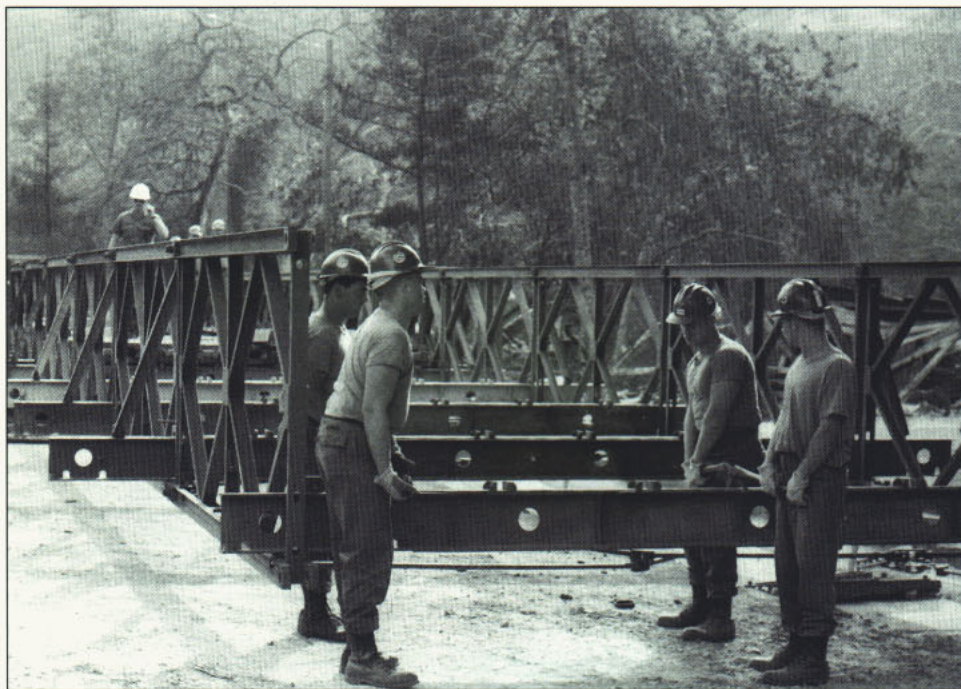
Cardmembers since 1985 and 1993

In the line of fire

Photos by PH2 Larry Ciullo

In the aftermath of the October brush fires that swept across the Pacific Coast Highway near Naval Air Station Point Mugu, Calif., Seabees from Naval Mobile Construction Battalion 5 erected a temporary bridge across Los Flores Creek to replace one destroyed by the fire. Within two days, the Seabees had built a 90-foot, 44-ton prefabricated "Bailey Bridge," saving local Malibu residents a 30-mile detour. ‡

Right: The "Bailey Bridge," named after the World War II engineer who designed the movable structure, has a steel frame, wooden deck and weighs 44 tons.



Above: The prefabricated bridge and equipment were transported from Port Hueneme to Malibu to temporarily replace the original timber A-frame bridge destroyed in the fire.



Above: SWCN William Logel (top) and BU3 William Bargar assemble a section of bridge truss.



Nebraska's big gun

Steaming from Port Canaveral, Fla., USS *Nebraska* (SSBN 739) heads to sea for a test launch of a *Trident II* fleet ballistic missile. For a look at the sailors who fly the fleet's most potent weapon, turn to **Page 21**.

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On the Covers

Front cover: BM2(SW) Karl L. Terwilliger of Killeen, Texas, and SR Alexander K. Clark a native of Kansas City, Mo., were two of the first sailors on their ship to trade in their old IDs for the new electronically created version. The IDs began entering the fleet in October 1993. See Page 32. Photo by JO2 Kevin Stephens.

Back cover: The Vietnam Women's Memorial was unveiled Veterans Day near the Vietnam Veterans Memorial in Washington, D.C. The memorial honors the women who served during the Vietnam War. See story on Page 12. Photo by JO2 Brett Bryan.

Charthouse

CAREER

Navy Expands Voluntary Early Out Program

Commanding officers now have authority to approve early outs for sailors within one year of their end of active obligated service (EAOS).

Sailors with an EAOS date of Sept. 30, 1995, or earlier, can request early separation and must leave the service no later than Sept. 30, 1994. This is the first time that commanding officers have had the authority to allow early separation across fiscal years.

The Navy is committed to meet manpower reduction requirements without involuntary separation of mid-career personnel. Through early separations in FY93 the Navy met those requirements with no career personnel forced out of the service



prior to retirement.

Applying for early separation is strictly voluntary, and no financial compensation is offered. However, they are eligible for transition services including transition assistance management program (TAMP). Details are available in NavAdmin 170/93.

BENEFITS

College Course Limits Removed for Tuition Assistance

The Navy is removing the six-course limit from the Tuition Assis-



tance (TA) program for FY-94. TA is available to all sailors and pays up to \$285 for an undergraduate course or \$395 for a graduate-level course. TA may be used only for the first associate, bachelor or graduate degree earned. It may not be used to support a second degree program at the same academic level.

To find out more about TA or any education program, contact your nearest Navy Campus Office.

VA Offers Benefits Handbook

Each year, the Department of Veterans Affairs (VA) publishes a booklet entitled, "Federal Benefits for Veterans and Dependents."

The handbook describes benefits such as medical care, education,

disability compensation, pension, life insurance, home loan guarantees, vocational rehabilitation and burial assistance. It explains requirements for eligibility, outlines claims procedures and includes a directory (by state) of all VA offices and facilities.

For copies, request GPO stock number 051-000-00-200-8 from the Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402, and enclose a check or money order for \$3.25 per copy. To order with VISA or Mastercard, call (202) 783-3238.

Survivor Benefit Plans — Simply Explained

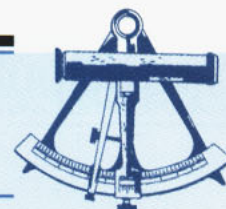
The Survivor Benefit Plan (SBP) is a program worth considering, and is not as confusing as some service members think it is.

SBP is a voluntary program in which a retiree elects to pay a premium now, so that the service member's spouse or children, or both, will receive a portion of retirement pay after the retiree's death. SBP premiums are adjusted with cost-of-living increases. That way the survivor's income stands a better chance of keeping pace with inflation.

Although more expensive than basic SBP, retirees may also purchase the Supplemental Survivor Benefit Plan (SSBP) to increase their survivor's post-age 62 benefits from SBP's 35 percent of their selected base amount to 40, 45, 50 or 55 percent. Selection of SSBP does not affect Social Security benefits and can only be purchased if basic SBP is purchased.

If you have questions about SBP and SSBP that cannot be answered locally by career counselors, call CWO4 J.H. Tines or Mr. Dennis Mills, Navy SBP program managers, at (703) 614-3197 or (DSN) 224-3197.





TRAINING

Navy Revises Recruit Training Curriculum

U.S. sailors have been given a new identity as part of a revised recruit training curriculum approved by the Chief of Naval Operations.

Under the new curriculum, recruits reporting to the newly consolidated recruit training facility at Great Lakes, Ill., will undergo training in a "mock" shipboard environment. Naval customs, traditions and terminology will continue to be emphasized.

Each barracks will be named after a naval ship and the training chain of command will be similar to shipboard systems. The new emphasis shifts away from classroom training and will have sailors doing many of the tasks they will be responsible for in the fleet.

The cornerstone of the new curriculum is the definition of a sailor. This creed was featured on the cover of the January issue of *All Hands* and gives recruits a clear, concise mission statement.

Additional changes to the curriculum include a revised physical fitness program, weapons training and more vigorous firefighting and damage control training. The curriculum changes, except for the creed, will take effect after Oct. 1, 1994.

THE WORD

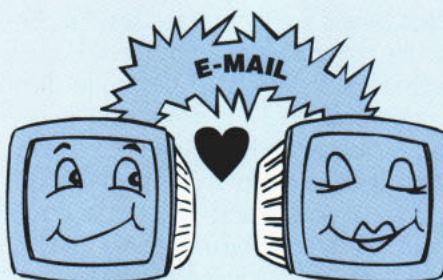
New Info Available Through BuPers Access

Articles on personnel and manpower programs, key dates for the current and upcoming months, and up-to-date facts on Navy people will be

available to commands and interested Navy personnel through Bureau of Naval Personnel's BuPers Access.

A new forum called "BuPers News and Information Service," will contain four sections: News and Information, Facts and Figures, Public Affairs Guidance and Communications (electronic mail). Under "News and Information" are stories from "Navy News Service," *Navy Editor Service*, *Shift Colors* (information for retirees) and other internal media.

From the "Facts and Figures" section, users can read or download up-to-date statistics and fact sheets on topics ranging from women in the Navy and equal opportunity to the



current number of people in the Navy and Naval Reserve. The "Public Affairs Guidance" section will offer current guidance on subjects of special interest, such as the Temporary Early Retirement Authority (TERA, or 15-year retirement program). The account also offers two-way communication with the BuPers public affairs office.

Commands and interested individuals can read BuPers Access by logging on using a personal computer and modem, and completing the new user registration questionnaire. Commands may designate representatives for higher access by submitting a letter to the Bureau of Naval Personnel, 2 Navy Annex, ATTN: Pers-4G21, Washington, D.C., 20370-0000.

Provide the individuals' first and last names, Social Security Number, rate

or rank, projected rotation date, job title and the command's unit identification code (UIC). For more information call (DSN) 225-6900/224-3174, toll-free 1-800-762-8567 or 800-346-0217 or (703) 695-6900/614-3174.

NavNews Now Available in Desktop-published Format

"Navy News Service" is now in a desktop-publishing format on the Navy Leadership Policy Bulletin Board (NLPBB). Available as an ASCII text file for years, and since August as a Word Perfect document with graphics, NavNews is now ready for download in a Pagemaker 4.0 format, due to a recent upgrade of NLPBB's modems to a 14,400 baud rate.

The desktop edition of NavNews features a professional layout, complete with graphics and a banner headline. All you do is download the file from the bulletin board, unzip it and print it out using a laser printer and the Aldus Pagemaker program. The file is also available by turning on the ENABLE switch on the "News Service Requests" menu of the Streamlined Automated Logistics Transmission System (SALTS) in your supply office.

To access the NLPBB, simply dial up one of the following numbers with your computer modem (at least 2,400 and up to 14,400 baud):

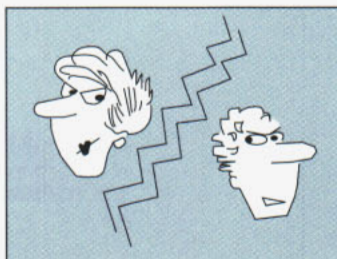
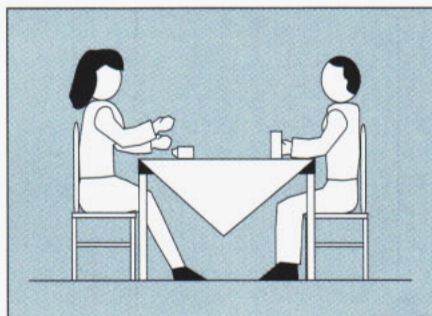
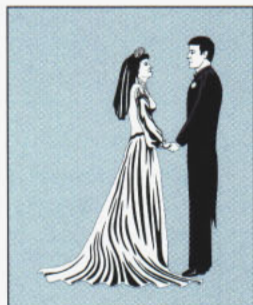
DSN: 225-6198 (703) 695-6198
225-6388
227-2442
227-2446

Toll Free:
(800) 582-2355
(800) 582-6940

The voice number for NLPBB is DSN 225-5471 or (703) 695-5471. ✚

A lifetime hitch

Story by Chaplain (CDR) E.T. Gomulka



The decision to marry is one of the most important ones you will make in the course of your life. Because people, not ships, are the Navy's most important assets, a sailor's married life is of great concern to the Navy.

Sailors considering marriage, or those who would like to enhance their marriage, are encouraged to consider the following issues. For further help, sailors are encouraged to speak to a chaplain or a family service center counselor.

Preflight check

Most of us would be reluctant to board an aircraft if we learned that the pilot never went to flight school. Because flying an aircraft requires certain learned skills, we trust pilots are thoroughly evaluated and trained before being entrusted with the lives of passengers. Just as a pilot must master certain basics before being granted a license, couples should be confident they have mastered the following basics before "taking off" to marry:

Communication

Good communication is one of the most important factors of a successful marriage. When a couple can honestly discuss their feelings, their chances for a happy, married life are significantly enhanced. *Questions to consider: Have you and your partner discussed your feelings about continuing or leaving the service? Do you each agree about the importance of writing and communication regularly during deployments?*

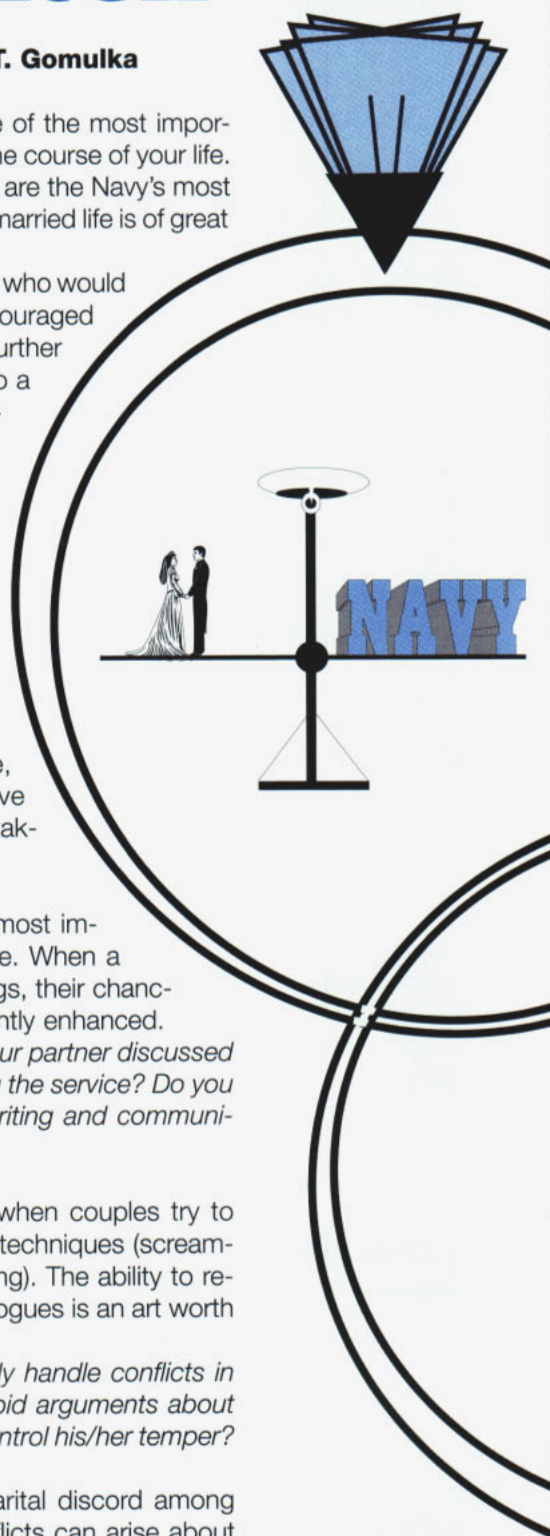
Conflict resolution

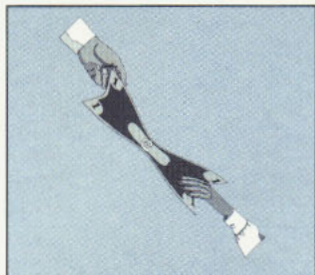
Marital problems are compounded when couples try to resolve them by employing destructive techniques (screaming, physical abuse, threats, name-calling). The ability to resolve conflicts through constructive dialogues is an art worth perfecting.

Questions to consider: Do you generally handle conflicts in constructive ways? Are you able to avoid arguments about petty matters? Is your partner able to control his/her temper?

Finances

One of the principal reasons for marital discord among military couples involves finances. Conflicts can arise about how a couple's income is managed. To avoid serious problems involving finances, couples are urged to adhere to a





budget that reflects their mutual priorities. *Questions to consider: Do you trust your partner with your money? Are you in agreement about who is responsible for paying the bills? Do you agree about whether both partners should work?*

Sexuality

Love can be expressed in a very fulfilling and beautiful way through our sexuality. While couples can experience a deep sense of intimacy from physical expressions of their love, sexuality can also be a source of frustration and anxiety. An honest sharing of one's feelings about sex can enhance a couple's appreciation of this most private and intimate of acts.

Questions to consider: Are you satisfied with the degree and ways your partner shows you affection? Are you confident about your partner's ability to be a faithful spouse? Is your love for one another greater than your physical attraction for one another?

Religion

Individual and shared religious views can have a major impact upon marriage and family life. Studies show that shared religious practice contributes to higher degrees of marital happiness and reduces the chances of divorce. *Questions to consider: Are you in agreement about the role that religion plays in your relationship? Do you agree about the religious upbringing of your children? Are you satisfied with your partner's attitude toward your religious beliefs and practices?*

Family and Friends

Relationships with family and friends change in some ways once we are married. While husbands and wives should be best friends, they also need friends and family members to support them throughout their married lives.

Questions to consider: Are your family and friends supportive of your relationship? Are you comfortable with the degree of your partner's involvement with his/her family?

Children

The number and timing of children is critical in marriage. Couples need to discuss their feelings about family planning and their respective responsibilities in raising children.

Questions to consider: Have you agreed about the size of family you would like to have? Have you discussed family planning and how to raise children? ‡

Gomulka is the deputy chaplain of the U.S. Marine Corps.

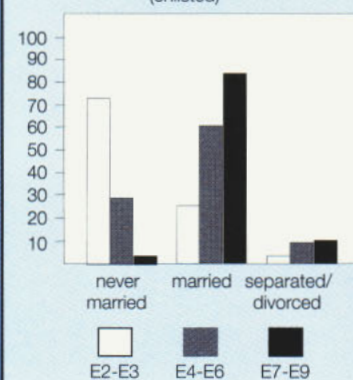
Did you know?

Programs helpful for all couples include:

- The Prevention and Relationship Enhancement Program (PREP)
- Couple Communication (CC)
- Growth in Marriage for Newlyweds
- Relationship Enhancement (RE)
- Worldwide Marriage Encounter (800-795-LOVE)
- National Marriage Encounter (800-828-3351)
- Family Life Ministries (800-FL-TO-DAY)
- Marriage retreats and conferences (800-634-8325)
- CREDO retreats.

For more information, contact your chaplain's office or family service center.

Marital Status by Paygrade (enlisted)



Marital Status by Paygrade (officer)



Information provided by the Bureau of Naval Personnel.

The job searchers

Story and photos by JO1 Steve Orr

In the hustle and bustle surrounding a normal duty station transfer, many concerns arise for the entire Navy family. For the service member, concerns about the new assignment and adequate family housing can top the list. New schools and new friends are on the minds of the kids.

In addition to these concerns, the Navy spouse often has another worry, "Will I be able to find a job at our new duty station?"

To answer that question, Navy Family Service Centers (NFSCs) around the world provide the Spouse Employment Assistance Program (SEAP). The program helps people conduct an effective job search, according to Judy Scroggs, the employment career resource coor-

Are you a Navy spouse looking for employment? Have you checked with a Navy Family Service Center?

dinator at NFSC Norfolk. Clients can take advantage of all the program's offerings, including workshops, computerized job listings, support groups and more. Workshops address job search strategies, career planning, career image and owning a business.

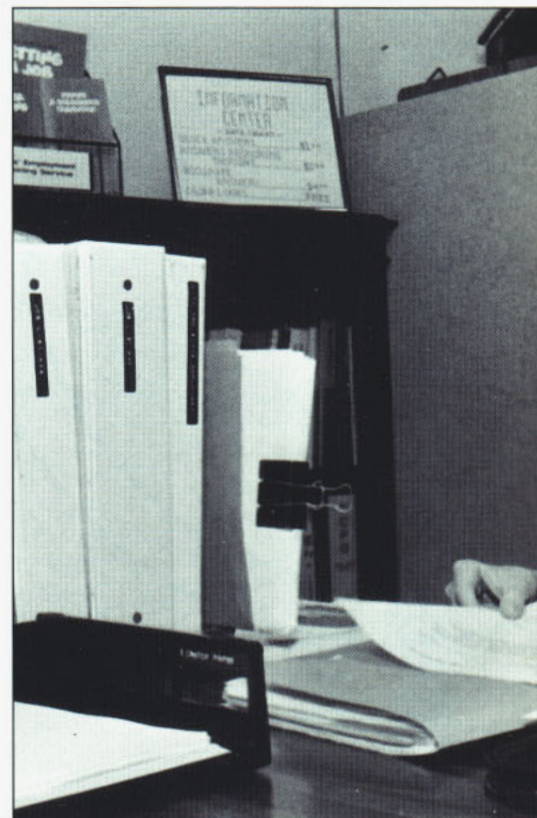
The job search process starts when

a client walks in the door of the Employment Career Resource Center, explained Scroggs. "No appointments are necessary to use this program. A video explains our services and how they work. You can walk right in and start receiving the help you need."

As a job search begins, clients have numerous resources available. A computer data base provides information on state, federal and nationwide openings that is updated daily. Another resource is your local Employment Commission



Above and right: Navy spouses take advantage of Norfolk's NFSC Spouse Employment Assistance Program. The service is free and includes workshops on such topics as job search strategies and career planning.



Beginning your search

The following employment resources may be available at your local Navy Family Service Center.

Free workshops on:

Job Search Strategies – information about the local job market, wages and salaries, difficult interview questions, job training and educational opportunities.

Career Planning – a self-awareness workshop to focus on defining life roles, work values and abilities.

Resume Writing – an overview of resume formats, styles and content. Learn how to market your skills, knowledge and abilities with an interview-getting resume.

Interview Techniques – prepare yourself for future interviews by learning the interview process, positive answers for frequent and difficult questions, proper dress, the importance of body lan-

guage and a positive attitude.

Career Image – learn how to enhance your professional image through wardrobe, make-up and hair style.

Owning Your Own Business – provides training on writing a business plan, financing, marketing, record keeping and legal organization.

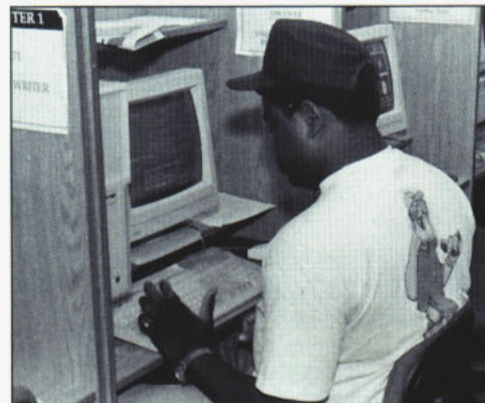
Additionally, the **Job Information Center** may offer:

Employment data base – featuring computerized local, state and national job listings.

Instructional videos and books – information on networking, phone techniques, interviewing and resume writing;

Computer programs – for career, occupational and education research and planning, and for resume writing.

Call your local NFSC to find out which services they offer.



Above: The computer data base provides a daily update on state, federal and nationwide job openings.

Using skills she learned through the workshops offered by SEAP, Perras actively sought to work with USAA. "The employment specialists at NFSC are ready to give any advice you might need," she said. "To prepare for my job search, I took a resume writing class. There were also interview classes available to me. You can practice your interview with a counselor, if you want.

"Navy Family Services is providing a terrific, necessary service to the Navy spouse," Perras said. "There's no fee attached and the attitude of the people working there is 'How can I help you? What can I do?' They understand what it's like being part of the military. SEAP helps guide a spouse through the process of finding a job."

The importance of this type of program is evident, Scroggs concluded. "The reality of today's society," she said, "is that people are changing jobs more frequently. Our job is to provide the resources to help spouses find their own jobs." †

Orr is a Norfolk-based staff writer for All Hands.

(EC). Customers have access to the microfiche listings of the EC, which lists local jobs.

"If customers don't find what they are

looking for," Scroggs said, "they can come in every few days to check the listings. We recommend that clients come in once a week."

"The Navy Family Service Center does not act as an employment agency," said Alice Perras, a Navy spouse who now works as a policy service representative with USAA Insurance Agency, "but the information is certainly available. It was the first place I went to when my husband and I were transferred into the Norfolk area.

"If you see a job in the listings that interests you," she continued, "it's your responsibility to call and work out the details of the interview and to get more information about the job."



"Navy Family Services is providing a terrific, necessary service to the Navy spouse."

— Alice Perras, Navy spouse

Form 1040EZ U.S. Individual Income Tax Return 1993

Use the IRS label (see page 10). Otherwise, please print or type.

Print your name (first, initial, last) Last name

Home address (number and street). If you have a P.O. box, see page 10. Apt. no. City, town or post office, state, and ZIP code. If you have a foreign address, see page 10.

Check the box for:

- Single
- Married filing joint return (even if only one had income)
- Married filing separate return. Enter spouse's social security number above and full name here.
- Head of household (with qualifying person). (See page 17.) If the qualifying person is a dependent child (year spouse died) — 19
- Widow(er). If your parent or someone else can claim you as a dependent on his or her tax return, do not check box 5a. But be sure to check the box on line 10b on page 2.

Presidential Election Campaign Fund (See page 16). Do you want \$3 to go to this fund? If a joint return, does your spouse want \$3 to go to this fund? Yes No

File your return by the due date, 1-15-94, or by the date on which you are required to file.

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File your return by the due date, 1-15-94, or by the date on which you are required to file.

Tax facts

The Long and Short of It

Continuing tax changes make it possible for many taxpayers to file simpler returns. Review your tax situation to see if filing a different form is necessary or more beneficial.

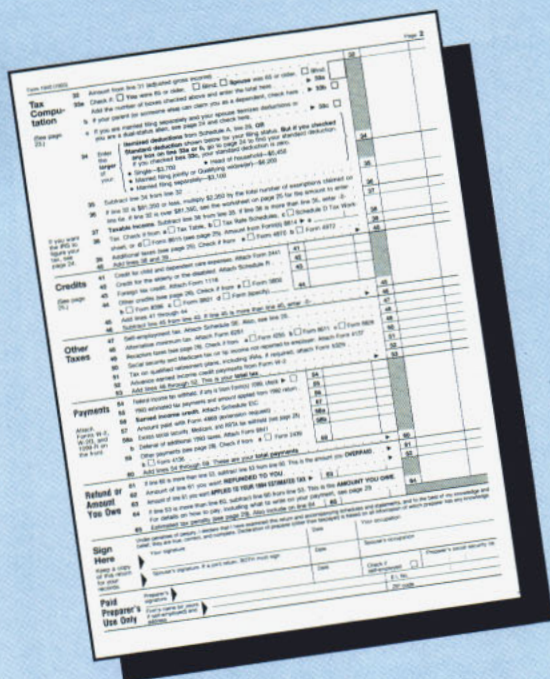
Choosing the simplest tax form:

- may save you time if you are able to use one of the shorter forms,
- reduces the possibility of errors,
- could get you a faster refund if you can file Form 1040EZ,

- can put your tax dollars to better use.

Filing simpler tax forms helps the IRS reduce the cost of processing and storing the returns.

Read your tax package to choose the best form. If you have not received a tax package in the mail, you may order forms and instructions by calling 1-800-829-3676. For recorded information, call the IRS Tele-Tax service at 1-800-829-4477 and select topic number 352, "Which Form - 1040, 1040A or 1040EZ?"



Tax changes: a '93 - '92 comparison

Tax Brackets Widen. For married couples, the 15-percent tax bracket extends up to taxable income of \$36,900, an \$1,100 increase. The 28-percent bracket goes from \$36,900 to \$89,150, a \$2,650 increase. For singles, the 15-percent bracket rises \$650 to \$22,100 and the 28-percent bracket is up \$1,600, to \$53,500.

Earned Income Credit Expanded. Qualifying individuals with income up to \$23,050 -- a threshold \$680 higher than in 1992 -- can claim the EIC. Also, the maximum EIC can be as much as \$2,364, a \$153 increase.

Exemptions Increased. Personal exemptions for 1993 are raised \$50, to \$2,350. The personal exemption phaseout will start for married couples filing jointly with income above \$162,700 (\$81,350 for separate returns), and above \$108,450 for singles. For 1992, the phaseout for couples started at income above \$157,900 (\$78,950 for separate returns), and above \$105,250 for singles.

Standard deduction raised for some. The standard deduction for married couples is \$6,200, an increase of \$200 above 1992. For single taxpayers, the standard deduction is \$3,700, an increase of \$100. The extra standard deductions for age and blindness remain at \$700 for married taxpayers and \$900 for singles. The minimum standard deduction for an individual who can be claimed as a dependent on another person's tax return remains at \$600.

More For Campaign Fund. Now you can have \$3 (and \$3 for your spouse if filing jointly) of your tax go to the Presidential Election Campaign Fund. The check-off amount was increased from \$1 to \$3 to compensate for inflation since 1974. A free brochure, "The \$3 Tax Checkoff," is available from the Federal Election Commission by calling 1-800-424-9530.

New Tax Bracket For Higher Income. A new 36-percent tax bracket and a 10-percent surtax (10 percent of 36 percent) were added to the tax rates. Individuals may elect to pay the additional income tax caused by the increased rates in installments. Follow the instructions in your tax forms package.

Additional Information. For more on the tax law changes for 1993, get IRS Publication 553, "Highlights of 1993 Tax Changes." The publications listed in your tax forms package may be helpful as well. Send for them using the order blank, also in the package, or call 1-800-829-3676.

What's In Store For '94?

Proof Needed for Contributions: If you want to deduct a contribution of \$250 or more after 1993, you must have a written acknowledgment of the contribution from the charitable organization. Certain information is required in the acknowledgement.

Debt Cancellations Reported: Financial institutions

QUALITY OF LIFE

may have to file information returns with the IRS regarding any discharge of indebtedness after 1993 of \$600 or more. If so, they must also send a statement to their affected customers. Generally, taxpayers must include the amount of canceled debts as income on their tax returns.

Earned Income Credit Is Expanded/Simplified: The amount of the earned income credit (EIC) is increased, and is now available to some working individuals with no children.

Other Changes: IRS Publication 553, "Highlights of 1993 Tax Changes," includes details on these and other tax law changes effective after 1993. Call the IRS at 1-800-829-3676 to order it.

Three Tax Deadlines?

Most taxpayers have already filed their 1993 federal income tax returns. But millions of others opted for automatic extensions of time to file by a second deadline – Aug. 15. Aug. 15 is the due date for these taxpayers to file their tax returns for last year.

A taxpayer who filed the extension request, Form 4868, by the first tax deadline – April 15 – must file a completed tax return by Aug. 15 to avoid penalties. Relief is available, however, for people who cannot file or pay their tax due.

Taxpayers with special circumstances, such as hardship, that prevent them from preparing and filing their tax forms may request an additional two-month extension that usually will give them until Oct. 15 to file.

To request the additional time to file, taxpayers must send Form 2688 to the IRS. The extension should be requested early so that, if refused, the return can still be filed on time. The IRS will advise in writing if their requests are granted or not. Those who are not granted the additional time must file within 10 days of the denial letter.

When the additional extension is not requested, a tax return should be filed by Aug. 15, even if the amount owed cannot be paid. Filing the tax return will avoid a late filing penalty. However, outstanding tax balances are subject to interest charges.

Those who file but cannot pay may request a monthly payment plan by attaching Form 9465, "Installment Agreement Request," to the front of their tax returns. Or, attach a handwritten request for a monthly payment plan. The request needs to include the taxpayer's name and Social Security number, the amount of tax outstanding and the number and amount of monthly payments the taxpayer will pay.

Taxpayers can get forms 4868 and 2688 from the IRS by calling 1-800-829-3676.

Disaster Loss Relief

Recent tax law changes have modified rules for certain casualty losses of homeowners and renters.

If your home (or any of its contents) is damaged or destroyed as a result of a Presidentially-declared disaster:

- You need not recognize gain from insurance proceeds for personal property, such as damaged furnishings, that was part of the contents of the residence, if the property was not scheduled under the insurance policy;



● You may treat any other insurance proceeds for your damaged residence or its contents as a common pool of funds, with gain recognized only on the excess of this pooled amount over the cost of replacement property.

The replacement period was extended from two to four years after the close of the first taxable year in which any part of the gain is realized.

These provisions apply to property involuntarily converted due to a disaster for which a Presidential declaration is made on or after Sept. 1, 1991, and to tax years ending on or after that date. Taxpayers who paid taxes on insurance proceeds that are no longer taxable may file an amended return for a refund.

For more information, see IRS Publication 547, "Nonbusiness Disasters, Casualties, and Thefts." Call 1-800-829-3676 to order it.

Taxes and Home Refinancing

Lower interest rates often prompt homeowners to consider refinancing their homes. Homeowners should consider points, and how they affect taxes, when deciding to refinance their homes.

In general, points that qualify as interest are deductible in the year paid only if they meet certain qualifications. The loan for which the points are charged must be for the purchase or improvement of the borrower's main home and secured by that home. The payment of points must be an established practice, and the number of points charged must be no more

than the usual number in the area where the loan was made. Points must be paid with funds other than those obtained from the lender.

Points that don't meet all these qualifications are considered interest paid in advance and must be deducted during the life of the loan.

Refinancing adds a new dimension to deducting points. Providing the points meet the usual qualifications for being deductible, they are usually deducted during the life of the loan. Generally, they may be deducted fully in the year of payment only if the loan was used to improve the borrower's main home.

Another wrinkle arises when a homeowner refinances a second time or if the homeowner had points from the original mortgage that were being deducted over the life of the loan. When a homeowner refinances — whether a first, second or third time — the previous loan is paid off. The life of the loan ends at that point, so any remaining points being spread over the life of the loan may be deducted on the income tax return for that year.

The new points charged for refinancing again are subject to the same rules that apply to a first refinancing.

Call 1-800-829-3676 and ask for free IRS Pubs 530, "Tax Information for First-Time Homeowners;" 523, "Selling Your Home;" and 936, "Home Mortgage Interest Deduction." ⚡

Vietnam

Women's

Memorial

Story and photos by JO2 Brett Bryan

Thousands of veterans gathered in Washington, D.C., on Veterans Day to see a piece of history unveiled — a memorial dedicated to the more than 265,000 women who served in the armed forces during the Vietnam War.

More than 35,000 people came to see the unveiling of the Vietnam Women's Memorial, including Vietnam veteran and Reserve Navy Nurse Corps officer RADM Maryanne T. Ibach. She said that few women who served in Vietnam were physically injured — most were emotionally and spiritually changed. "This memorial validates the experience of all women of that era and gives them the ability to speak of it. We are at various stages of the healing process," she said.

"Coming here forces one to open the memory vault, to think back to those days so long ago and recall the emotions and experiences — good and bad" said Ibach. "After Vietnam, most women who served quickly faded back into the fabric of society, unable to talk about what they had experienced because no one cared or understood. We cannot lose the lessons of the past. We must find the peace to go on."

The eight-foot bronze statue rests across from the Vietnam Veterans Memorial. It depicts three Vietnam-era women — one

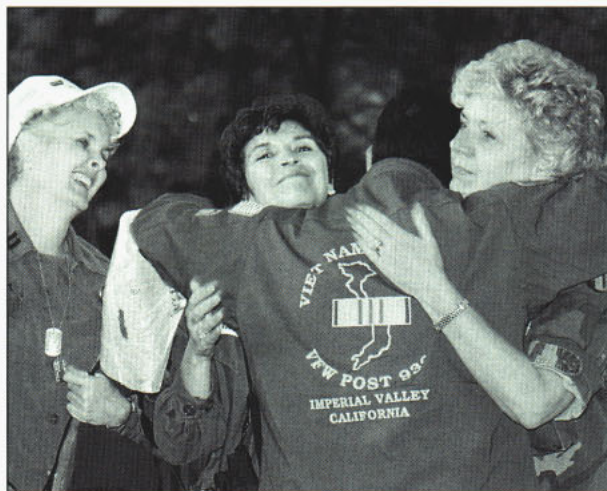




Above: The dedication was an emotional experience for many participants. Many soldiers wounded during the war took the opportunity to offer a word of thanks to the women who seemed to them like "angels of mercy."

"As I was working, a group of veterans would come in and watch the development of the piece. The men as well as the women would say, 'That was me. That's how I felt.'"

- Glenna Goodacre, sculptor



Left: Women Vietnam veterans from all services were on hand to see the unveiling of the memorial. For many of them, it was a chance to share emotions and thoughts they held inside for years.

standing, one kneeling and one holding a wounded soldier – and was created by Santa Fe-sculptor Glenna Goodacre.

Goodacre describes her work on the monument as a tribute to all the women who served in the Vietnam war. "For the three years of perfecting the design, I came to know these women, and I heard their stories. With my clay, I wanted to reflect their emotions, their courage, their compassion and their dedication," she said.

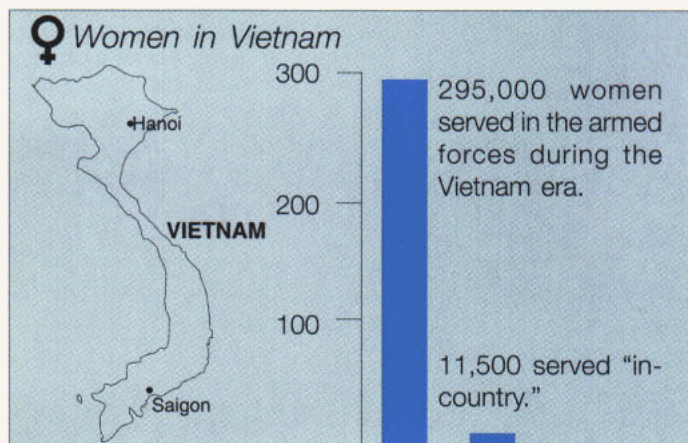
"Nothing is complete in that the edges are fuzzy, purposefully done so that you can finish it yourself. There are no regiment patches. There are no bars. There are no stripes. There is no definition of rank. We did this on purpose so you place yourself into the piece, so that you could put yourself in Vietnam and feel a part of this."

For Americans, this new national memorial will serve as a tribute to the women who went to war, fought and died in the service of their country. For many of these women, the memorial will be more than a reminder. It will remain for generations a legacy of healing and hope. ‡

Bryan is a photojournalist for All Hands.



"Nothing is complete in that the edges are fuzzy, purposefully done so that you can finish it yourself. There are no regiment patches. There are no bars. There are no stripes. We did this on purpose so you could place yourself in Vietnam and feel a part of this." – Glenna Goodacre.



Owedia "Tweedie" Searcy retired from the Navy in 1968 and Bobbi Hovis retired in 1967. Both enjoy life on the Chesapeake Bay in Annapolis, Md.

First Navy Vietnam nurses attend unveiling ceremony

Retired Navy nurses LCDR Bobbi Hovis and CDR Owedia "Tweedie" Searcy were among many Vietnam veterans who attended the Vietnam Women's Memorial ceremony. Both served at the U.S. Navy Station Hospital in Saigon from September 1963 to October 1964.

For them, the Vietnam Women's Memorial is a fitting tribute to all the women who served there. "It was one of the most emotional experiences of my life," said Hovis. "It's a tribute that's long overdue."

Searcy said she was extremely proud to be part of the dedication. "I was also very glad to see that something had finally been done for the women who served."

Both were among the first Navy nurses to volunteer for duty in Vietnam. ‡



Left: Hovis holds a Malaysian sunbear which was part of a "pet zoo" she started at the Saigon hospital to provide a special kind of patient therapy.

Right: During the Christmas holidays in 1963, Searcy was in the midst of finishing up gift wrapping.



Predeployment Checklist



Here's a list of some things both single and married sailors need to check before deploying for any extended length of time. Before a deployment or TAD, use these lists to ensure your family members have everything taken care of prior to your departure.

Budgeting tasks

Revise budget to include amounts for:

- ☐ Utility bills.
- ☐ Long distance phone calls.
- ☐ Rent or mortgage.
- ☐ Monthly living expenses.
- ☐ Savings.
- ☐ Insurance premiums.

Include amounts for possible income changes

- ☐ Sea pay.
- ☐ Family separation allowance.
- ☐ Rate changes.
- ☐ Reenlistment.
- ☐ Longevity pay increases.

Banking decisions

- ☐ Sign up for direct deposit.
- ☐ Establish separate checking accounts.
- ☐ Set credit card limits.
- ☐ Make sure checking and savings accounts are in the same bank so funds can easily be transferred.

Allotments

- ☐ "D" (Family Member) allotment.
- ☐ "B" (Bond) allotment.
- ☐ "C" (Contribution) allotment.

- ☐ "H" (Home) allotment.
- ☐ "S" (Savings) allotment.
- ☐ "I" (Insurance) allotment.

Vehicles

- ☐ Complete required vehicle maintenance before deploying.
- ☐ Make sure tags and inspection stickers can be renewed.
- ☐ The name of a trusted mechanic/repair garage.

Home/apartment

- ☐ Prepare for emergency maintenance.
- ☐ Give your home a security check.
- ☐ Test all smoke alarms and fire extinguisher.
- ☐ Review homeowner's/renter's insurance policies.

Emergency plans

- ☐ Try to save at least one month's pay in a savings account to use in case of emergency.
- ☐ Leave an additional family member your command's complete, official mailing address, your social security number and your command ombudsman's telephone number.
- ☐ Make family members aware of services available to them through the Navy/Marine Corps Relief Society and Navy Family Service Centers.
- ☐ Make family members aware of how to use the Red Cross in case of emergency.

See your legal assistance office and have appropriate powers of attorney drawn up based upon your specific situation.

Howdy, Pahdner ... ah Shipmate, that is

THE TEXAS NAVY

Story and photos by
JO2 Brett Bryan

When I first heard I was going to Texas, I was concerned. But I love it here," said Seaman Jennifer Barrett of Jacksonville, Ill., stationed at NAS Corpus Christi. "We're in our own little corner of the world."

Everything is big in Texas, or so they say, but the Navy's presence in Texas has always been small. All that's changing now. In the next few years, thousands of sailors will "head 'em up and move 'em in" to become part of the growing Texas Navy. One of those sailors stationed at Naval Air Station (NAS) Corpus Christi, NAS Kingsville or augmenting the newly-formed Mine Warfare Center of Excellence at Naval Station Ingleside could be you.

Naval aviation has had a foothold in Texas for decades, but now the surface Navy is edging its way into the traditionally aviation-oriented community. The mine countermeasure (MCM) ships of

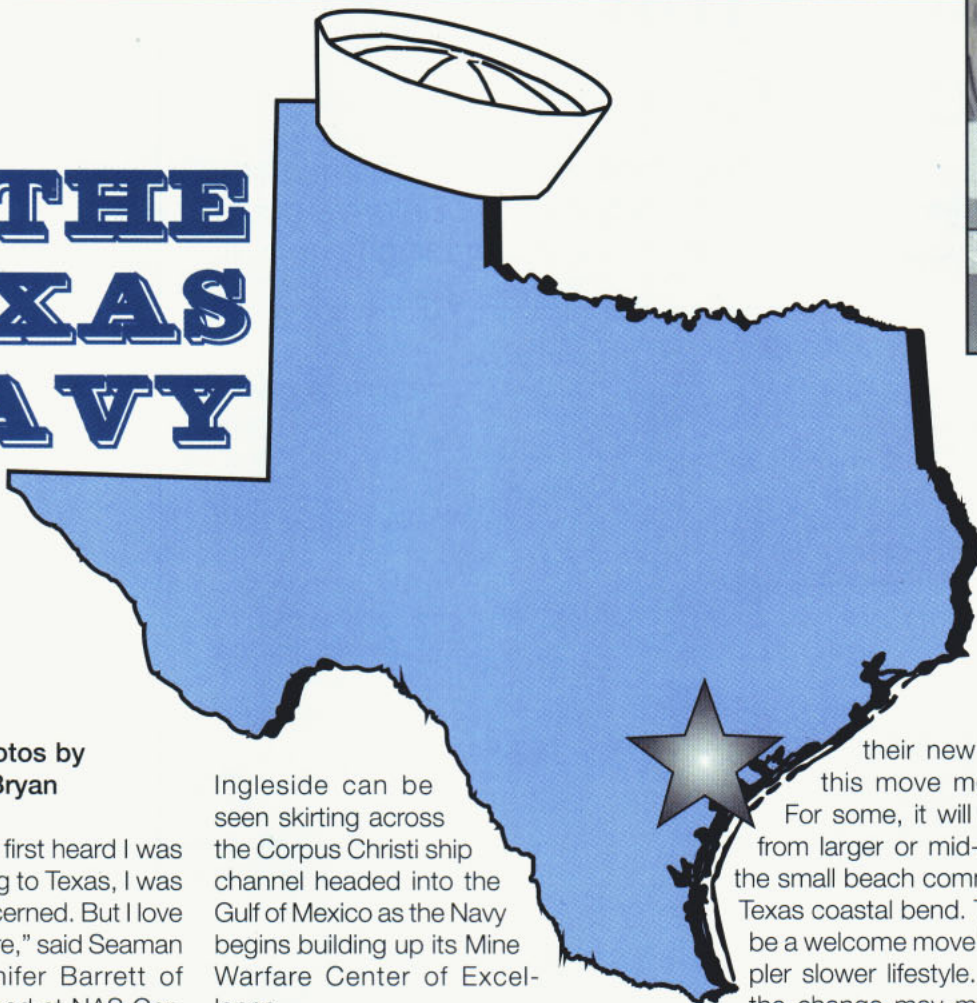
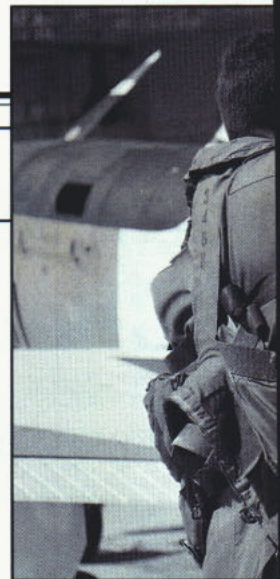
Ingleside can be seen skirting across the Corpus Christi ship channel headed into the Gulf of Mexico as the Navy begins building up its Mine Warfare Center of Excellence.

Naval Station Ingleside recently welcomed four mine countermeasure ships to their new homeport on the Texas coast. Ingleside has been home to 12 MCMs, and a host of other activities all designed to be part of the Mine Warfare Center of Excellence.

"As we see it right now, the Navy will build a world class mine-warfare center to include the central homeporting of all MCM-type ships," said Greenville, S.C., native CAPT L.W. Hewett, commander, Mine Counter Measures Group 2, which moved to Texas in 1992. It will be another four years before Ingleside is fully established. By then, 23 MCMs will be stationed there along with all the other elements that support the MCM mission.

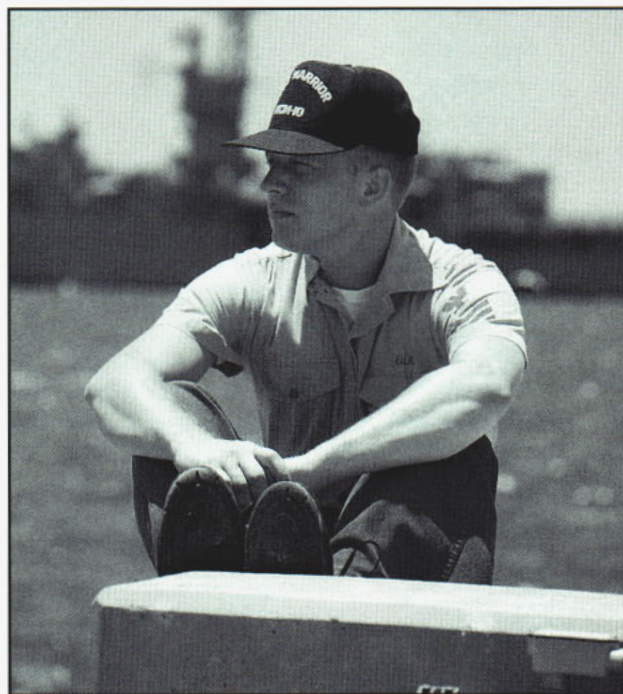
For the hundreds of sailors going to

their new Texas home, this move means change. For some, it will mean change from larger or mid-sized cities to the small beach communities of the Texas coastal bend. To others it will be a welcome move back to a simpler slower lifestyle. But whatever the change may mean, they can





Left: Hundreds of flight students come to NAS Kingsville each year. Intermediate training is done in the T-2C *Buckeye* and advanced training in the T-A4J *Skyhawk*.



Right: MS1 Lawrence Balio awaits his ship, USS *Warrior* (MCM 10), on the pier at Naval Station Ingleside, Texas. Currently 12 MCMs are at the base, but in the next four years, 23 MCMs are scheduled to be homeported here.

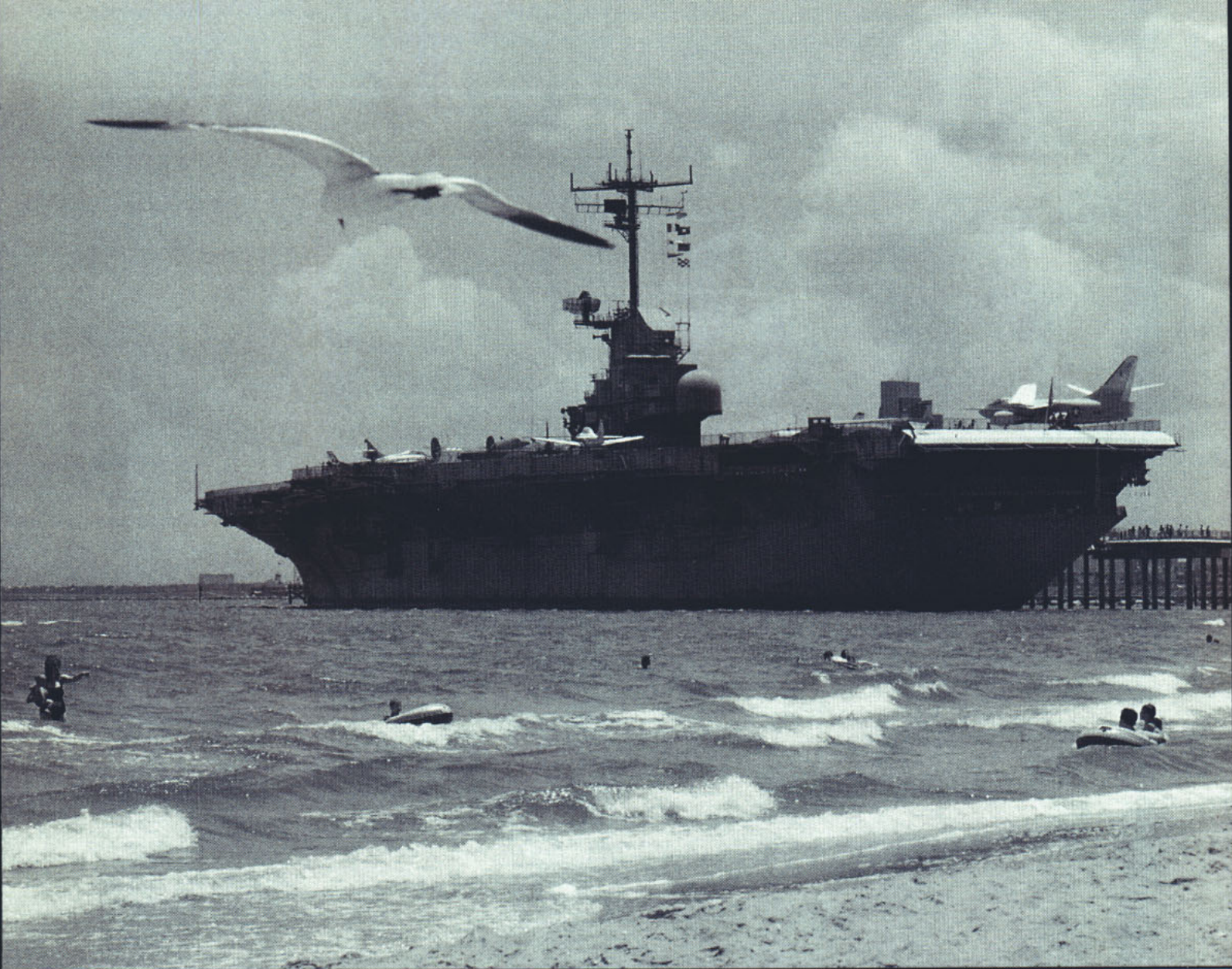
be assured of finding a new home where the people in the community are receptive to the Navy, and are truly proud to have sailors around, because in south Texas, they are "Navy Strong, Texas Proud." †

Bryan is a photojournalist for All Hands.

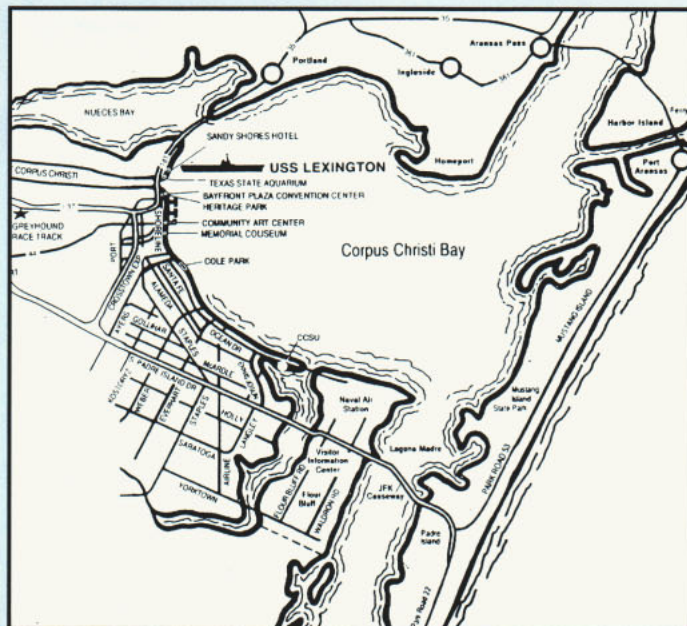
Below: Naval Station Ingleside, Texas, is one of the Navy's newest facilities. Soon it will be home to the Navy's Mine Warfare Center of Excellence.



Above: USS *Warrior* (MCM 10) pulls into Naval Station Ingleside after a deployment. An MCM typically carries a crew of 81. Unlike most ships, MCMs are made of wood with a fiberglass-encased hull.



The Blue Ghost



Lexington is open for tours daily:

Monday-Sunday, 9 a.m. - 5 p.m.
(closed Christmas Day)

Admission:	
Adults (18 yrs.+)	\$7.00
Active-duty Military (must show I. D.)	\$5.00
Children (4-17 yrs.)	\$3.75
Children under 3 and Adults (60 yrs.+)	Free

Story and photo by JO2 Brett Bryan

Aboard the aircraft carrier *Lexington*, the ladder wells rumble with the sound of footsteps, but it is not the hard clank of boondocker against steel. Instead it's the soft sound of tennis shoes thumping against metal. Where once aircraft catapulted off her flight deck, now tourists stroll along admiring the grandeur of the "Blue Ghost."

Once a great ship of war, USS *Lexington* (AVT 16) served the United States longer and set more records than any other carrier in the history of naval aviation. Now, she continues to serve, not as a ship of battle, but as a museum in the Bay of Corpus Christi, Texas.

Of the ship's 16 decks, eight are open to the public, with three more planned for display. The most difficult renovation – the engine room – remains sealed, but work is in progress.

On the flight deck, aircraft from a by-gone era shimmer in the Texas sun. Many of the young children have never seen a plane this close, so they poke and prod at the silent craft.

Lexington, an *Essex*-class carrier, was originally named USS *Cabot*. During World War II, the final work on *Cabot* was being completed at Fore River Ship-

Lex facts

- Main deck larger than three football fields.
- Served the United States longer and set more records than any other carrier in the history of naval aviation.
- The first carrier to conduct flight operations while rounding Cape Horn.
- Unlike many World War II ships, was never camouflaged. It was painted in Measure 21, overall Navy blue. The Japanese pilots reported seeing "a great blue ghost," and the distinctive name contributed to the nickname "Blue Ghost."
- First carrier to have sailed with women crewmembers.
- The second Essex-class carrier to be commissioned. At that time, Essex-class carriers were the largest in the fleet.

yard, Mass., when word was received that the original carrier named *Lexington* (CV 2), had been sunk in the Coral Sea. A campaign was launched to change the new carrier's name to *Lexington*, and the rest is history. USS *Lexington* was commissioned Feb. 17, 1943.

After training maneuvers and a shakedown cruise, *Lexington* joined the 5th Fleet at Pearl Harbor.

The Japanese reported "Lady Lex" sunk no less than four times. Yet each time she returned to fight again, leading the propagandist Tokyo Rose to nickname her "The Blue Ghost." The name is a tribute to the ship and crew and the air groups that served aboard her.

After the war, *Lexington* was briefly decommissioned (1947-1955). When reactivated, she operated primarily with the 7th Fleet out of San Diego. Although not involved in actual combat, *Lexington* kept an offshore vigil during tensions in Formosa, Laos and Cuba. In 1962, *Lexington* sailed into Pensacola, Fla., and began training operations, eventually being officially designated CVT 16, Navy training carrier.

Lexington was decommissioned Nov. 26, 1991, and Corpus Christi was selected as the permanent home to this national treasure.

In the captain's chair, 7-year-old Maria Alvarez chirps an order to her brother Michael at the helm, "Full speed ahead!"

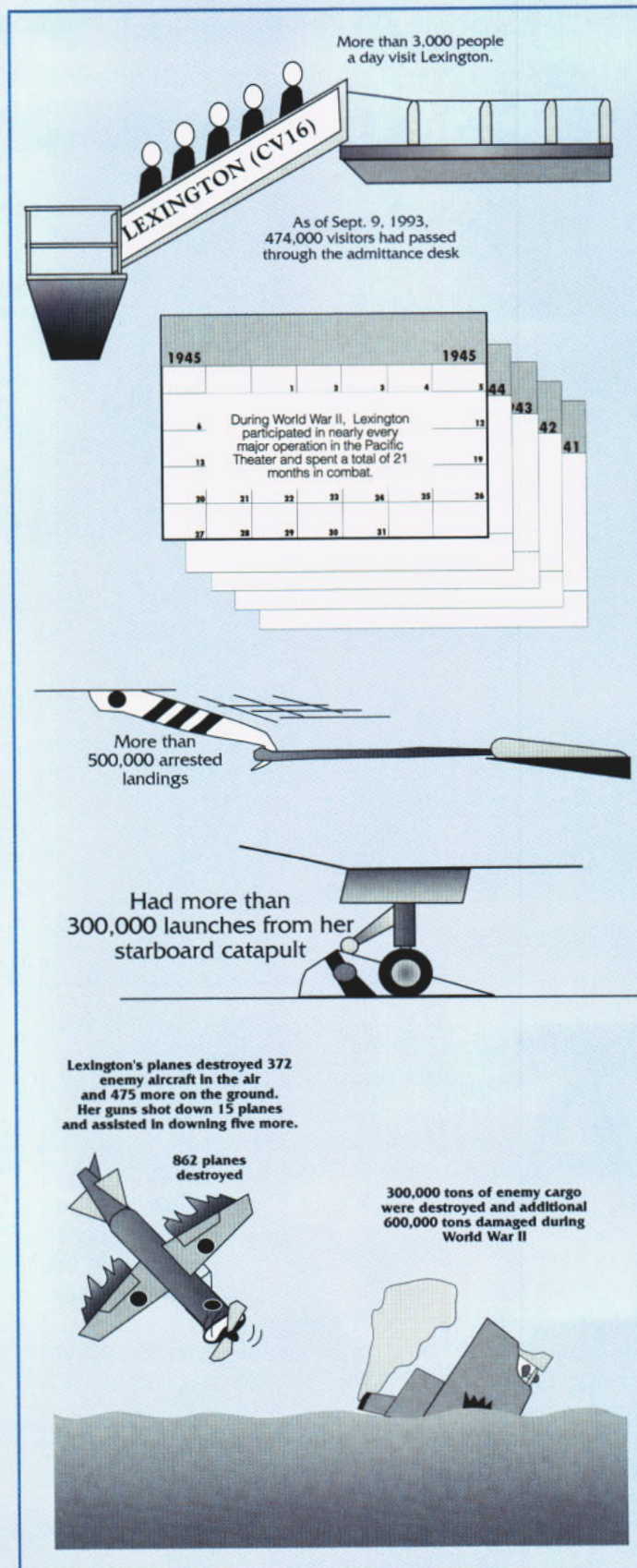
Michael thrusts the engine order telegraph forward and shouts "All right!"

His father leans forward and whispers in his ear, "Say, 'Aye, Aye' Mikey."

"Aye, Aye!" Michael corrects.

Hearing the affirmative response from the helmsman, CAPT Maria sinks back into the con, closes her eyes and smiles. In her mind's eye she's headed out to sea. ‡

Bryan is a photojournalist for All Hands.



Nebraska's Master Blasters

Photos by JO2 Kevin Stephens

Ohio-class nuclear submarines outfitted to launch the *Trident II* fleet ballistic missile are the stealthiest, most survivable, leg of America's nuclear defense.

One of the newest additions to our strategic defense team, USS *Nebraska* (SSBN 739) recently put to sea with a challenge for every submariner aboard. On the line was whether or not *Nebraska's* sailors could successfully launch a *Trident II*. Such test launches certify to the Navy and to any potential adversary that the fleet's most potent weapon is ready to fly.

The boat's gold crew rose to the occasion and the test went off without a hitch. It took many long days and late nights to get *Nebraska* outfitted for the test, but afterwards, her sailors knew their vessel was able and ready to meet their mission. †

Stephens is a photojournalist for All Hands.

A *Trident II* fleet ballistic missile bursts from the sea off Port Canaveral, Fla. The weapon can deliver multiple thermonuclear warheads to targets more than 4,600 miles away.

Inset: LT Bryan Tauzer of Woodland, Calif., squeezes the trigger, launching a *Trident II* missile from USS *Nebraska*.

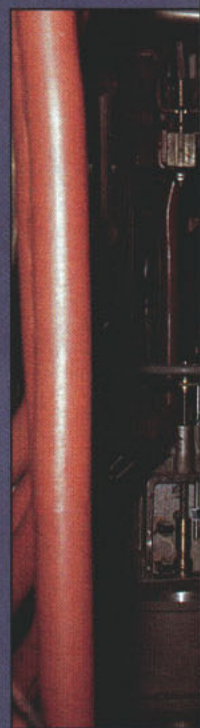
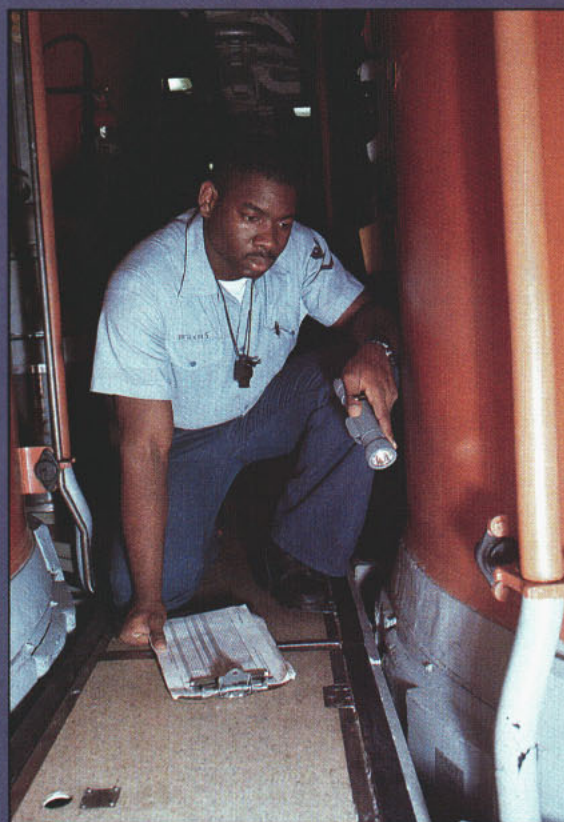


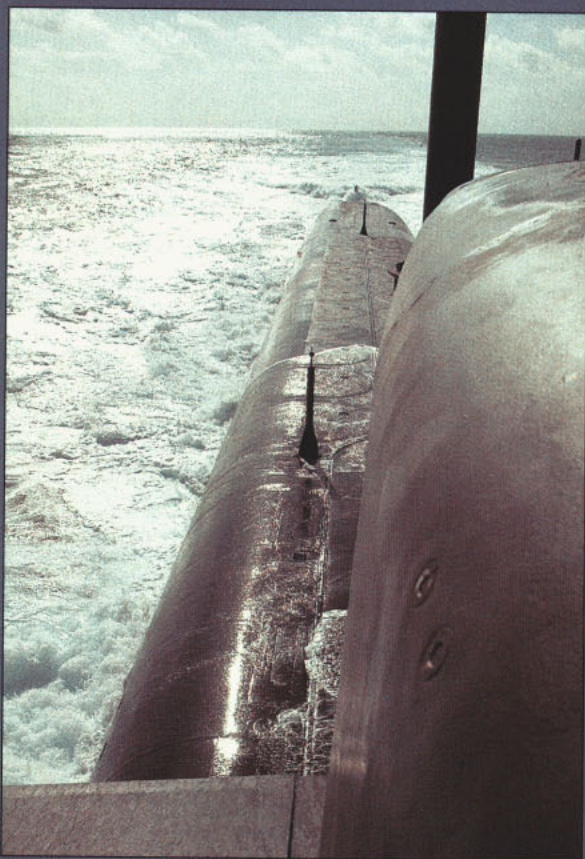
U.S. Navy photo



Above: The chief of the watch, MMC(SS) Scott L. Davidson of Stanwood, Mo., dives USS *Nebraska*. At the stern planesman position, YN2(SS) Ervin F. Renwick a York, S.C., native guides the boat below the waves. The submarine is capable of reaching depths greater than 400 feet.

Right: MT3 James L. Perkins of Jacksonville, Fla., checks a missile launch tube for signs of tampering. Even underway, security can't be assumed when nuclear weapons are involved.

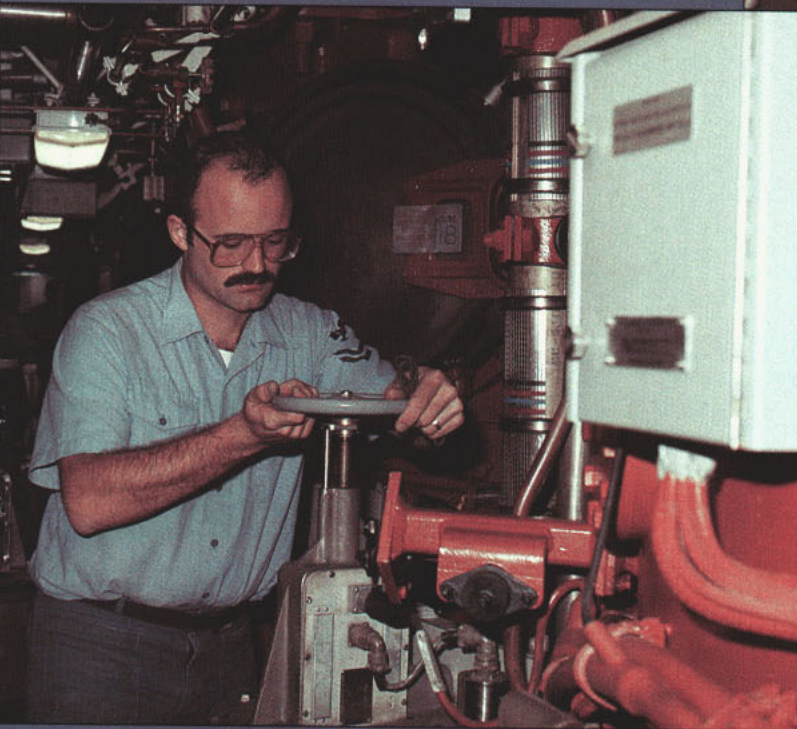




Left: Trailing a foamy wake, USS *Nebraska* (SSBN 739) heads to sea from Port Canaveral, Fla. Soon she will submerge for a *Trident II* test launch.

Below: At the periscope, Johnson City, Tenn.'s, FTGC(SS) Stephen J. Ford keeps an eye on surface traffic as the *Ohio*-class submarine puts to sea.

Below left: In the heart of *Nebraska*'s missile compartment, MT2(SS) Kevin L. Anglehart checks a valve on a launch tube. The Corning, N.Y., native's submarine can carry 24 *Trident II* missiles.



Somalia

Showing care

Photos by Air Force Sgt. G.D. Robinson

As part of Operation *Continue Hope* in Somalia, American military doctors and dentists took time to provide care to Somalis outside of Mogadishu. During Operation *Show Care* in November 1993, medical and dental personnel from USS *America* (CV 66) and USS *Denver* (LPD 9) joined medical teams ashore to provide some of the residents of Marka, Somalia, with basic health and dental care needs. †

Robinson is assigned to the 1st Combat Camera Squad, Joint Combat Camera.

Right: A U.S. Army UH-60 Medical Evacuation Helicopter lands on board USS *New Orleans* (LPH 11) during a joint service mass casualty exercise.

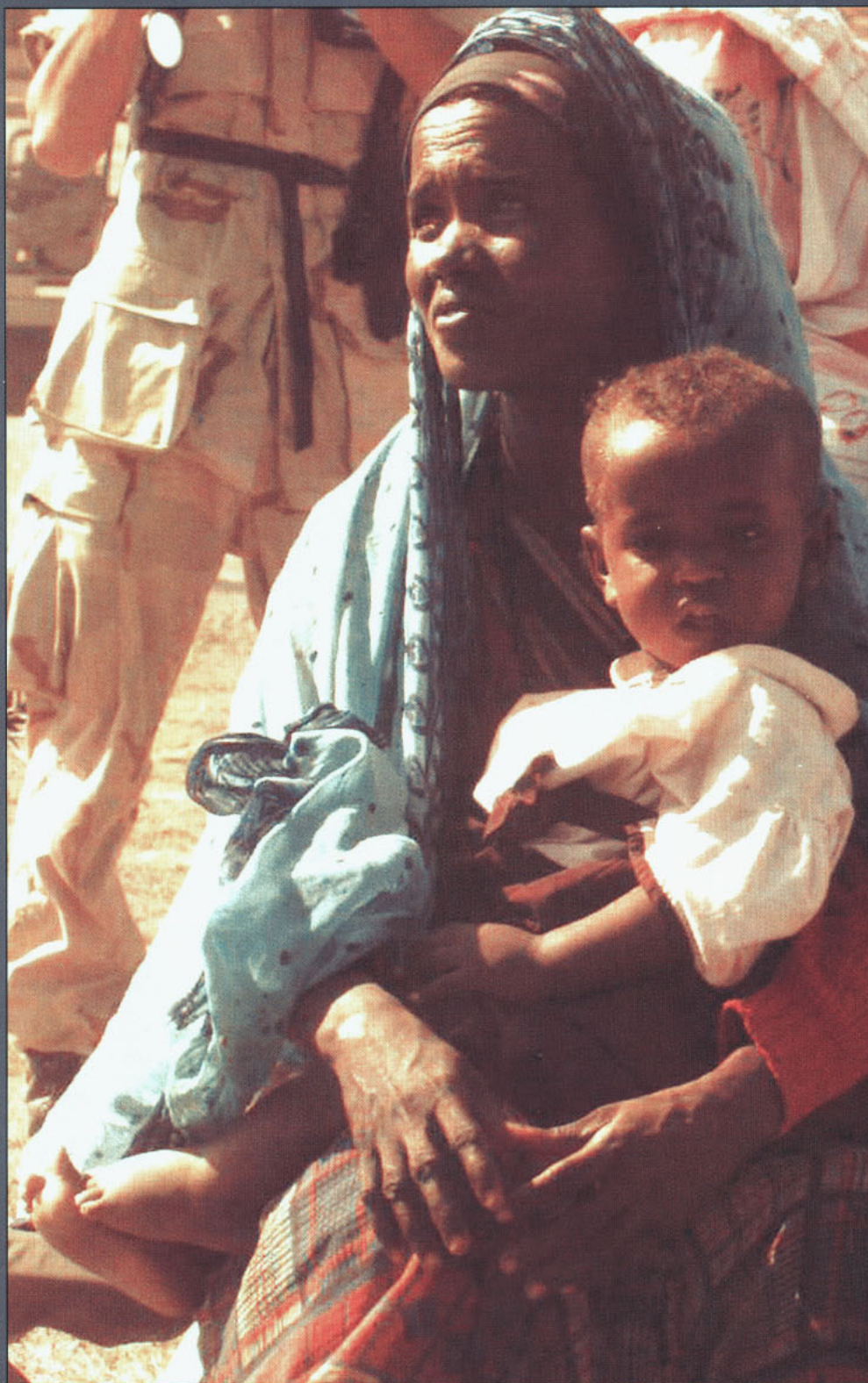


Right: LT (Dr.) Jonathan Walper from USS *America* (CV 66) performs an ear examination on a young Somali boy who is experiencing some hearing loss.





Above: A member of Beach Master Unit 1 marshalls a Navy LCAC onto a beach near Mogadishu. Seven waves of LCACs delivered Marines and supplies in support of *Show Care*.



Above: A Somali woman waits to receive medical attention for her child.

Left: A Marine pours water for thirsty Somalis in line for health check ups.

USS *Constitution* gets facelift



Above: A picturesque USS *Constitution* serves as the focal point in Boston Harbor to kick off the city's 1992 Fourth of July festivities with a 21-gun salute. The ship entered the drydock at Charlestown Navy Shipyard two months later.

Right: With masts and cannons removed, USS *Constitution* reveals her hull below the waterline for the first time since her drydocking in 1973.

Below: Minneapolis native BM2 Anthony Rossi uses a mallet and a reefing iron to remove hemp-like caulking between the hull planks of USS *Constitution*.



Photo by JOC Marie DiMatteo

Sailors keep “Old Ironsides” alive

Story by CDR Tricia Larson, photos by PH3 David Hallimore

In the late 1700s and early 1800s, the 16- to 17-year-old sailors aboard USS *Constitution* sailed against the Barbary pirates and fought the British. But today, 18- to 21-year-old *Constitution* sailors aren't fighting a war against any enemy, but one to preserve the oldest commissioned warship afloat in the world.

“Repairing the ship is hard work, and it's tiring; but it's great to be a part of such a historic effort — repairing the most famous fighting ship in American history,” said Boatswain's Mate 2nd Class Anthony Rossi, a *Constitution* crew member.

Nicknamed “Old Ironsides” for her wooden hull's strength in repelling cannon balls during her 1812 victory over the British frigate HMS *Guerriere*, *Constitution* never lost a battle, never was boarded by the enemy (except for prisoners of war) and never had



Above left: FN Markco King of Pensacola, Fla., adds to the growing collection of fully refinished, painted wooden blocks, which are left outdoors to weather.

Above: Ship restorer Anita Petricone, from the Naval Historical Center Detachment Boston, puts the finishing touches on a plank to be used for the ship's fighting top.

a cannon ball penetrate her sides.

Today, the proud symbol of our nation's seapower is undergoing a repair period as she prepares for her 200th birthday in October 1997. Though her decks are stripped of the heavy armament she once carried, the ship remains open to visitors. The painstaking preservation work now being done marks the ship's sixth official overhaul since she was first launched.

While the ship is in drydock, *Constitution* crew members help repair the ship using a centuries-old process called reefing. Removing the tar-laden hemp sealant between the ship's wooden planking is the first step toward correct-

ing the "hog," the term for the droop that develops over time with the bows and sterns of wooden ships. Reefing limbers up the ship so that the ship can return to a level keel. Then the hull is resealed with caulking — locking in the new shape and creating a waterproof seal.

Although Rossi and his shipmates are actively involved in the ship's repair and preservation, the massive effort is spearheaded by more than 60 civilian artisans from the Naval Historical Center Detachment Boston — the ship's maintenance and repair facility. Working side by side with these craftsmen, *Constitution's* sailors are using shipbuilding skills used by shipwrights centuries ago.

"You get a fascinating and rare perspective on the ship while she's in drydock," according to the ship's executive officer, LT Clark Smith of Fleetwood, Penn. "Being able to see the entire hull makes you more fully appreciate the historic value of the ship — the original craftsmanship that went into building the ship and the craftsmanship that's going into preserving it. Our repair work will help ensure that future generations of Americans can enjoy this living national monument to our nation's seapower."

‡

Larson is a reservist assigned to NR Naval Historical Center, Det. 206, Washington, D.C. Hallimore is assigned to USS *Constitution*.



Left: USS *Constitution* sailors, in uniforms reminiscent of those worn in 1812, give public tours of the ship 365 days a year. The ship remains open to the public even while she is in drydock.

Below: One day after the ship arrives in drydock, workers begin to assemble scaffolding around the bottom of *Constitution's* copper-sheathed hull. All of the sheathing was later removed to check the hull's condition.



From tree to hull

USS *Constitution* first set sail in 1797, at a cost of \$302,719. The sides of the ship were constructed of huge oak planks up to seven inches thick fastened to frames spaced less than two inches apart. The sides were so thick that *Constitution* got the nickname "Old Ironsides" when cannon balls seemed to bounce off her sides during the battle with the British frigate *Guerrier* in 1812. Huge knees cut from appropriately shaped tree limbs or roots held up each deck and reinforced the hull. American frigates were more heavily constructed in comparison to their European counterparts.

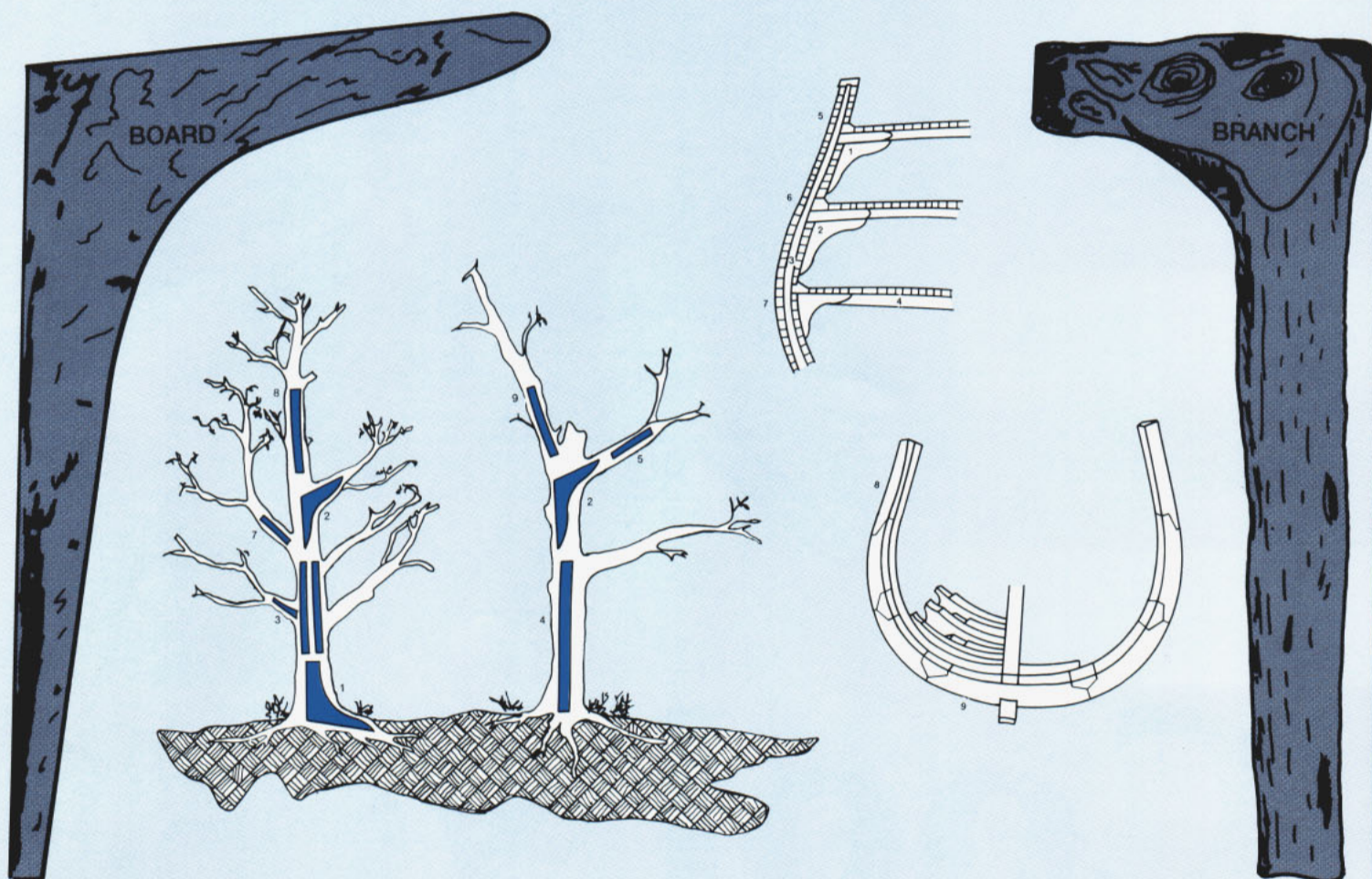
The drawing below is based on an

The evolution of Old Ironsides

illustration from a book for naval architects, published in 1789. It served as a guide to ship builders who chose trees that would yield pieces of the desired shape. The cross section to the right shows how the pieces were fitted together in the construction of the hull.

1. Lodging knee
2. Hanging knee
3. Frame
4. Deck beam
5. Middle whale
6. Main whale
7. Scarph chock
8. Lengthening piece
9. Floor

Information provided by the Navy Historical Center's Navy Museum, Washington, D.C.





Cool vest



A vested interest in safety

Story and photos by JO2 Ray Mooney

Every sailor who's been through fire-fighting training can tell you although the training is valuable, it is usually uncomfortable. Navy researchers turned their attention to the sailors' plight and developed a device to make it a more tolerable experience — the cool vest.

The rig keeps sailors cooler during training or fire fighting, and speeds their recovery time when they emerge from a hot environment, according to LCDR Brad L. Bennett, a research physiologist at Naval Health Research Center (NHRC) at Naval Training Center San Diego.

The theory behind the vest is simple. Heat flows from a higher temperature to a lower temperature, according to the laws of physics. Body heat therefore flows out of the body and into the cool vest, keeping the body's core temperature at reasonable levels and avoiding heat illnesses.

Field tests involving actual fires were combined with laboratory studies at NHRC. One volunteer tester, Operations Specialist 2nd Class Timothy L. Hanney, donned a full fire fighting ensemble and oxygen breathing apparatus, once with a cool vest and once without. He then alternated between resting in an 85-degree room and walking a treadmill in a 120-degree room. The results proved the vest's effectiveness.

"We have a tremendous amount of heat illness that needs to be treated because people are training in [full fire fighting gear] below decks, with the ventilation shut down and high temperatures around them," Bennett said. "We can reduce all that heat illness during training with the cool vest. That's where the impact will come on a daily basis."

Naval Sea Systems Command is looking into getting the vest out to the fleet, Bennett said, but he stressed the vest has not been officially approved yet. One thing seems certain however. The cool vest is on its way. ‡

Mooney is a San Diego-based photojournalist for All Hands.

Inset: OS2 Timothy Hanney of Prescott, Ariz., wears the cool vest during testing with full fire-fighting gear. "You've got more tolerance to the heat with the vest on," said Hanney.

Left: According to LCDR Brad L. Bennett, native of Whittier, Calif., this eight-pound canvas vest has four pockets, two on the front and two on the back. Each pocket holds a frozen packet filled with a corn starch solution, similar to those used in recreational ice chests.



Lean and green

Hi-tech ID card is on the street — and in your future

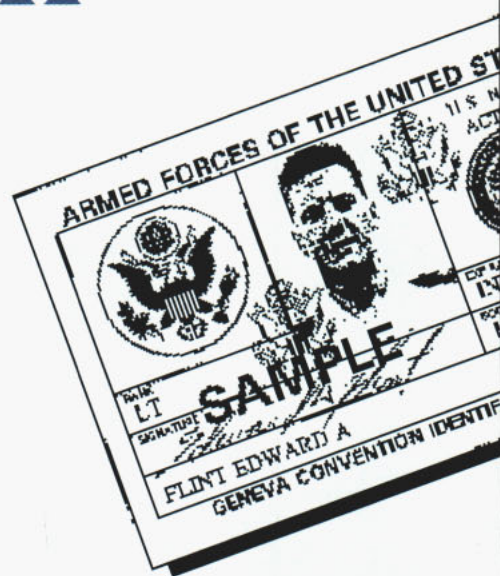
Story by JO1 Denise Alvey and JO1 Steve Orr

Your wallet is about to get a little slimmer. The military ID card that's been around for decades is trimming down, and so is the wait to get new ID cards when old cards expire or are lost.

The new card is leaner, tougher and smarter. Roughly the size of a credit card, the new IDs have been issued to service members and their families at bases around the country since October 1993 — including those at Naval Amphibious Base Little Creek, Va.

Advantages of the trimmer card are numerous, said Personnelman 1st Class Lester Morrow of Personnel Support Detachment, Little Creek. They're sturdier and don't mutilate as easily according to the Waynesboro, Penn., native. "The old cards weren't tamper-proof — you could change the picture or birthday information. The new card, however, is a solid piece of plastic. You can't get into it without tearing it up completely."

New cards incorporate a digital photographic image of the bearer, a bar



code containing pertinent machine-readable data and printed identification and entitlement information. Information about the service member and family

Bos'n's high-tech self-help

Story and photo by
JO1(SW) Mark Malinowski

When inspectors from the Naval Safety Center visited USS *Shreveport* (LPD 12), the team looking at deck department got a surprise. They anticipated finding mounds of green record books filled with hand-scribbled inventory lists. To compound their task of deciphering the entries, they figured on having to read through countless coffee stains.

Thanks to CWO2 Jerry Stephens of Winston-Salem, N.C., who is homeported in Norfolk, the team instead found a data base showing everything they wanted to know about equipment in deck department. This ship's bos'n had

realized that a personal computer can be as important to his job as a marlinespike or fid. Using basic word processing software, he had collated all the information from the green record books. At a glance, the team saw equipment lists, serial numbers, locations, dates of manufacture, dates of issue, test dates and more.

"This data base is the first of its kind I've seen," said LT Mike Turner, deck department inspector. "It's a paradigm buster, a real indicator that somebody's at home in deck department here. It brings you into the 21st century."

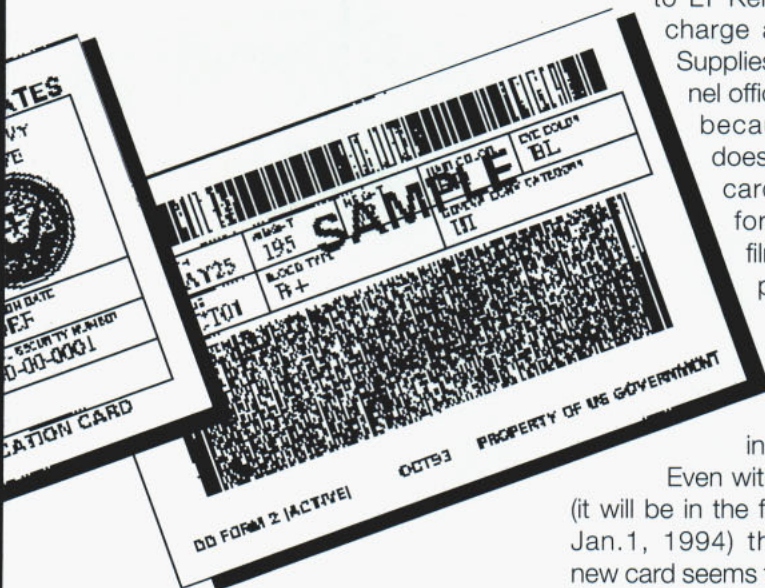
Stephens' data base covers lifejackets, CO2-inflatable lifeboats and release devices, life rings and floatlights, mooring lines, boats, tested data and a list of defective equipment. "I produced this allowance and inventory list for the

Board of Inspection and Survey (INSURV) inspectors," said Stephens. "The list saves time on paperwork and gives inspectors a feel for how much we know about our components, gear and work spaces."

Besides getting the bos'n and his men more in touch with their department, the data base fulfills one of the tenets of total quality leadership.

"It's a systemic change that brings about a better product," explained Stephens. "Now, as we replace, test, repair or tag out equipment, we enter the information on the computer, making it a permanent part of the report."

"Looking up the status of equipment is easier, too. Rather than searching for a green record book, we go to the computer. After opening the file, we use the search function and go directly to the



fers several advantages, according to LT Kenneth Deal, officer in charge at PSD Little Creek. Supplies required by personnel offices are less expensive because the new card doesn't require controlled card stock, application forms or photographic film. "With the system in place, we save about \$4 per card," said Deal, a native of Huntington, W.V. New cards can be made in about 10 minutes.

Even with its limited exposure, (it will be in the fleet in some areas by Jan. 1, 1994) the new card seems to be making quite an impression in the fleet. "I think the card is more convenient — I can just slip it in with my

members are taken directly from the Defense Enrollment Eligibility Reporting System (DEERS).

Automating the ID card process of-

credit cards," said Hull Maintenance Technician 2nd Class Darlene Silvers of Shore Intermediate Maintenance Activity, Little Creek, and a native of Millville, N.J. "And, I like that it doesn't take as long to get a new ID card made."

Uses of the automated system are far-reaching, according to Deal, who said that Navy Exchange, commissary system and moral, welfare and recreation facilities have plans for the new cards. Shipboard automated teller machines are expected to use the card.

"There are things that this system will be able to do," he concludes, "that we haven't even thought of — yet." †

Alvey is assigned to Commander, Naval Base Norfolk. Orr is Norfolk-based staff writer for All Hands.

specific name, number or date needed."

Although the boatswain's mate rating is the oldest in the Navy and steeped in tradition, its sailors are moving ahead. Stephens concluded, "Improvement is out there, waiting for someone with a little imagination to come up with a better mousetrap." †

Malinowski is command master chief of USS Shreveport (LPD 12).

"It's a real paradigm buster, a real indicator that somebody's at home in deck department here. It brings you into the 21st century."

- LT Mike Turner

00, 1900

FROM: SHIP'S BOATSWAIN, USS SHREVEPORT (LPD-12)
TO:

ALLOWANCE/INVENTORY OF LIFEJACKETS, CO2 INFLATABLE LIFEBOATS, HYDROSTATIC RELEASE DEVICES, LIFERINGS AND FLOAT LIGHTS, MOORING LINES, SHIPS BOATS, RUNNING RIGGING AND DEFECTIVE COMPONENTS

1. LIFEJACKETS

TYPE	ALLOWANCE	INVENTORY	CONDITION
ORANGE KAPOK	046	127	GOOD
YUKE TROOP	423	846	GOOD
CO2 INFLATABLE	442	563	GOOD

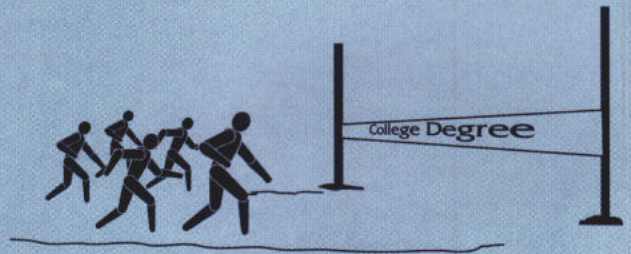
2. CO2 INFLATABLE LIFEBOATS AND HYDROSTATIC RELEASE DEVICES

LIFE RAFT	SERIAL #	LOCATION	FLARE LOT
01	R0705	02-61-7	KC-86H001-035
02	C469	02-61-8	ME-183H001-005
03	20641	02-61-7	KC-86H001-035
04	2482	02-61-8	KC-85H00-023
05	R8481	02-64-7	ME-184F001-012
06	C592	02-65-8	KC-85E001-008
07	R0730	02-64-7	KC-86H001-035
08	C678	02-65-8	ME-184F001-012
09	002	02-67-7	ME-184K001-015
10	8393	02-67-8	ME-1800001-007
11	C161	02-67-7	ME-183H001-005
12	21141	02-67-8	ME-184F001-012
13	1987	02-70-7	ME-184F001-012
14	953	02-70-8	ME-183H001-005
15	A010	02-70-7	KC-85K001-023
16	10107	02-70-8	KC-814001-015
17	2001	02-73-7	ME-184F001-012
18	80436	02-72-8	KC85-F001-013
19	A0173	02-73-7	ME-183H001-005
20	039	02-72-8	KC-81H001-015
21	C466	02-76-7	ME-183H001-005
22	80685	02-76-8	ME184-H001-010
23	A0137	02-76-7	KC-85K001-023

PAGE 01

Above: The data base created by USS Shreveport's deck department allows the ship's boatswain's mates to keep better control over the location and condition of their gear.

Keeping the PACE



Sailor earns year's worth of college credit hours during six-month cruise

Story by JO3 John Donohue, photo by PH1 Lance Kirk

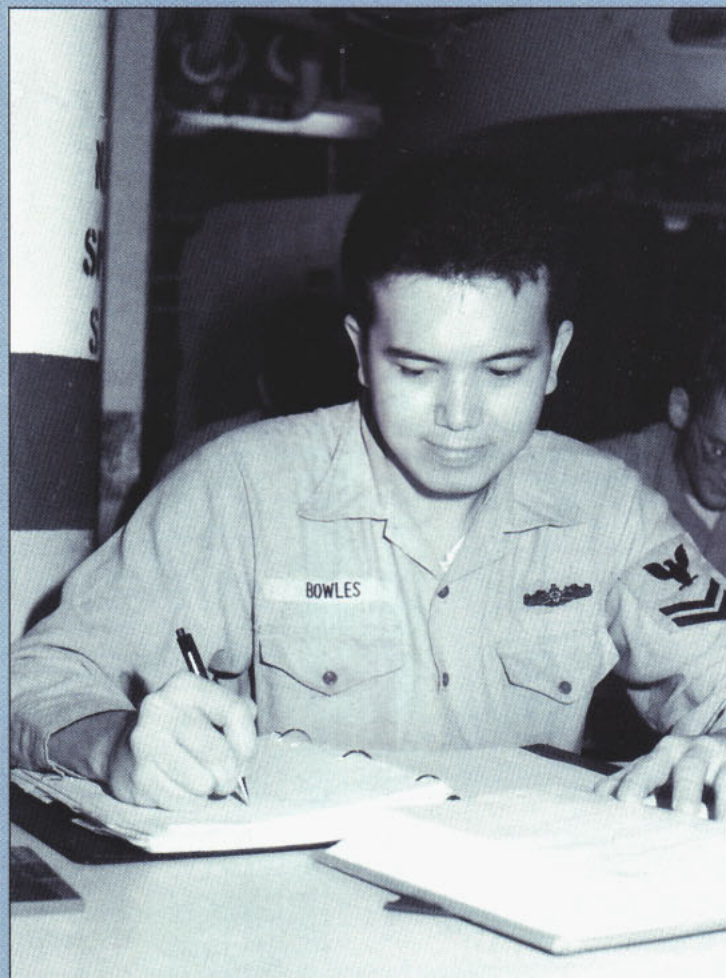
Sailors aboard aircraft carriers are busy. Between their regular jobs, standing duty and drills there doesn't seem to be enough hours in a day. Add the time necessary to become warfare qualified and there is barely time to think.

One sailor aboard USS *Theodore Roosevelt* (CVN 71) overcame all those obstacles and not only qualified as a surface warrior, but also completed a year's worth of college through the Program for Afloat College Education (PACE) during a recent deployment.

"I saw the chance to complete some college courses, and I took as many as I could," said Machinist's Mate 2nd Class (SW) Richard Bowles, who

earned 24 credit hours toward his engineering degree during the six-month cruise in the Mediterranean Sea.

"It's an excellent program," Bowles said. "I think it's better than some of the larger colleges and universities. The teachers give you more attention, because they live right on the ship. They don't mind spending the extra time to go over the material with you." ‡



Donohue and Kirk are assigned to USS Theodore Roosevelt (CVN 71).

MM2(SW) Richard Bowles takes notes during his calculus class aboard USS *Theodore Roosevelt* (CVN 71). Bowles completed 24 college credit hours in "TR's" Program for Afloat College Education (PACE) while the ship was deployed to the Mediterranean Sea.



Start leisurely study at least one to two months before the exam. Don't cram!

Facts About PACE

✍ The Navy currently contracts with Central Texas College, Killeen, Texas, to provide PACE instructors on ships.

✍ George Washington University, Washington, D.C., the University of Oklahoma, Norman, Okla. and Coastline Community College, Fountain Valley, Calif. provide computer-delivered courses to shipboard sailors.

✍ To have instructors on board, the ship's educational service officer sends a message to the participating university (Central Texas College) with the dates they will need instructors.

✍ In FY93, 10,365 sailors enrolled in PACE on the Atlantic Coast and 6,926 on the Pacific Coast.

✍ There were 4,389 sailors enrolled in basic skill courses (math, reading and English) in FY93.

Going to college? Help is available

Here is a short list of scholarships from the financial aid booklet "Need a Lift" for family members of sailors, Marines, Coast Guardsmen and active-duty service members who are leaving the service soon and want to go to college. For a complete list of other sources of financial aid, send for "Need a Lift," The American Legion, National Emblem Sales, P.O. Box 1050, Indianapolis, IN 46206. Cost is \$2.

- ✍ Adm. Roland Student Loan Program
- ✍ American Society of Naval Engineers Scholarship Programs
- ✍ Aviation Boatswain's Mates Association Scholarship
- ✍ Dolphin Scholarship Foundation
- ✍ Fraternal Order UDT/SEAL Education Grant
- ✍ First Marine Division Association, Inc.
- ✍ Second Marine Division Association
- ✍ Marine Corps Scholarship Foundation, Inc.
- ✍ Military Order of the Purple Heart
- ✍ Naval Academy Class of 1963 Foundation Scholarship
- ✍ NAS Chase Field Officers Wives Club Scholarship
- ✍ Navy Counselor Association Scholarship Fund
- ✍ Navy Wives Club of America, Inc.
- ✍ SurfLant Scholarship Foundation
- ✍ USS *Detroit* (AOE 4) Scholarship Fund
- ✍ Women Marines Association



Looking to earn a degree?

The Enlisted Education Advancement Program [EEAP] offers an opportunity for career-motivated sailors to earn an associate of arts or science degree. If you already have an associate's, you can use EEAP to pursue your bachelor's degree.

Eligibility

- ✍ Active duty in U.S. Navy, Naval Reserve or Training and Administration of Reserves [TARs].
- ✍ Petty officer third class or above.
- ✍ At least four years [or E-5 with three years] of active-duty service, but no more than 14 years as of Sept. 1 of year entering EEAP.
- ✍ High school graduate.
- ✍ Meet the Basic Test Battery [BTB] or the Armed Service Vocational Aptitude Battery [ASVAB] test requirements for EEAP.
- ✍ Projected rotation date [PRD] between Sept. 1 and Aug. 31 of the EEAP academic year.
- ✍ No record of conviction by courts-martial, non-judicial punishment [NJP] or civil court for two years prior to enrollment.
- ✍ Recommended by your commanding officer.
- ✍ Accepted at a college or university near your present duty station or a major installation in CONUS or Hawaii before applying for EEAP.

Pay and Expenses

- ✍ Selectees receive full Navy pay and allowances while enrolled in EEAP.
- ✍ Students pay for tuition, fees, books and other program expenses.
- ✍ Qualified enrollees may use their Vietnam Era GI Bill educational benefits, the Veterans Educational Assistance Program [VEAP] or the Montgomery GI Bill to defray expenses.

For more information, see your command career counselor or visit your Navy Campus office.

Need a



BOOST?

Sailors, Marines travel path toward commissioning

Story and photos by JO2 Ray Mooney

The Navy doesn't offer any free rides to college. But, if you're willing to bust your tail for a year to earn a full scholarship to the college or university of your choice, you might have a chance. Be warned though, this program of math, science and English courses is tough.

The Broadened Opportunity for Officer Selection Training (BOOST) program prepares Navy and Marine Corps personnel for higher education with intensive academic instruction in a military setting. If BOOST students manage to complete the year-long program, they

may attend any college or university with a Naval Reserve Officer Training Corps (NROTC) program or the Naval Academy.

BOOST graduates continue to receive their enlisted pay while in school. Once they have their degrees in hand, they are commissioned as Navy or Marine Corps officers.

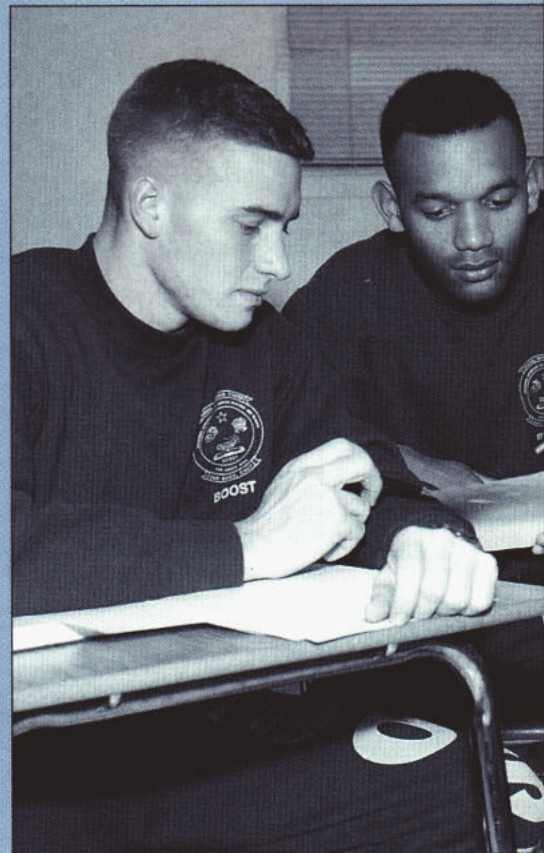
"The program is very challenging," said Philadelphia native Marine Sgt. Linda D. Franson. "I graduated from high school six years ago, so I found it hard to get back into good study habits."

Good study habits are developed through mandatory study sessions from 6:30 p.m. to 9:30 p.m. If you fail a test, you'll start an hour earlier. This is after a day that begins at 5 a.m., with classes that start at 7 and last until 3:15 p.m.

Cracking the books isn't the only challenging aspect of BOOST, however. There are physical challenges as well.

"We're running six to eight miles three times a week," said Machinist's Mate 3rd Class Kevin J. Miller of Idaho Falls, Idaho. Some students find physical training (PT) easy, according to Aviation Electronics Technician Airman Michael W.

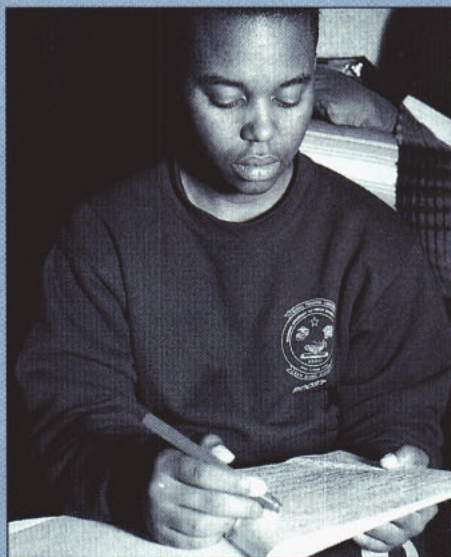
Left: ET3 Rosalind Smith of St. Petersburg, Fla., studies for her physics lab. Academics are a huge part of the BOOST program.

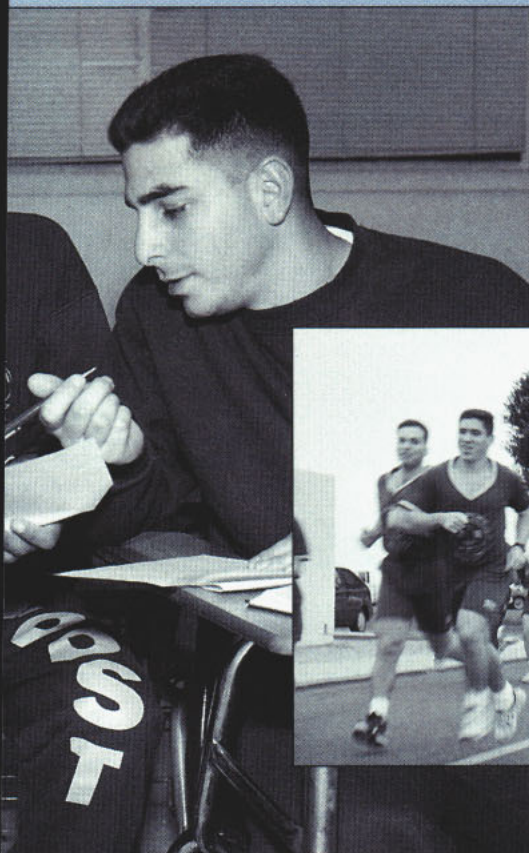


"Come here to get your books and push yourself mentally and physically, otherwise you won't be here long."

- YN3 Randolph Chestang IV

Lopez. "For others," said Lopez, a Corona, Calif., native, "it could be a determining factor in whether or not they graduate from BOOST."





Left: Marine Cpl. Joseph P. Kreit Jr., of Taneytown, Md., RM3 Matthew Houston of Silver Spring, Md., and GSE3 Paul Grana of San Francisco, work together to tackle an assignment.

Below: The philosophy behind BOOST is building strong minds and bodies, preparing students for the academic rigors of college. BOOST students run an average of six to eight miles three times a week.



In between academics and PT, students also must squeeze in military duties. "Sometimes you stand a four-hour watch the night before a test," said Marine Sgt. Melinda Ruiz of Zwolle, La. "It's not easy, but that's part of the program."

"I think they [the program coordinators] want to see who really wants it bad enough, who's willing to put up with a year of advanced boot camp," said Lopez.

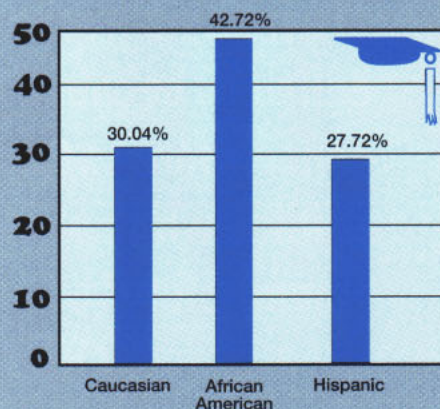
As tough as the program is, it gives a shot at the brass ring for those who missed it the first time. "It's given me a second chance," Lopez said. "Opportunities I didn't take advantage of in high school I can take advantage of now and I'll appreciate more."

"After graduating from BOOST, you don't have to worry about money for books or classes," said Vine Grove, Ky., native Fire Controlman 3rd Class Pascal W. Holmes. "You can spend all your time concentrating on school."

That prize doesn't come cheap, however. Prospective BOOST students must keep that in mind. "Come here focused, knowing what you want to do," said Yeoman 3rd Class Randolph Chestang IV of Sumrall, Miss. "Come here to get your books and push yourself mentally and physically, otherwise you won't be here long." †

Mooney is a San Diego-based photojournalist for All Hands.

BOOST Graduates 1993



BOOST Facts

- Location: Naval Training Center, San Diego
- Length: nine to 12 months
- Be 21 years old or younger on June 30 of year entering BOOST. Age waivers may be granted.
- E-3 and below sailors may have no more than two dependents.
- Meet minimum Scholastic Aptitude Test (SAT) or American College Test (ACT) scores. ASVAB scores are considered.
- Have a certified copy of your birth certificate or evidence of citizenship if you are not native born.
- Provide academic transcripts for all college(s) attended.
- Meet physical standards for the NROTC scholarship program, including vision.
- Have a strong endorsement from your commanding officer.
- Application deadline is October 1 of the year before entering BOOST. Formal release of SAT or ACT scores to Code 0013 is required.

OpNavNote 1500 provides detailed, current information on the BOOST program. Contact your command career counselor or Navy Campus office for more information, or call 1-800-NAV-ROTC. In Florida, call (904) 452-4944.

Reaching for the brass ring

Sailors realize life-long goals through ECP

Story by JO2(AW) Michael R. Hart

It's a typical Friday for Officer Candidate Denise M. Schiavone, an Enlisted Commissioning Program (ECP) student at the University of Maryland. She rises at 4:30 a.m. for a day filled with military drills, then several hours of classes and studying. After tackling many duties as a company commander in her Reserve Officer Training Corps (ROTC) unit in the evening, Schiavone calls it a day around midnight — if she's lucky.

"The long hours are definitely worth it," she said. "Some nights I might get only three hours of sleep, but I'm working toward a goal. I take this as serious as any job I've had in the fleet."

The senior government and politics major is completing her second year in ECP, a full-time undergraduate program which allows active-duty and Naval Reserve enlisted sailors with prior college to complete their degree and earn a commission as a Navy officer.

ECP students are responsible for their tuition, fees, books and other expenses, not to mention hitting the books. They fully integrate into the Reserve Officer Training Corps (ROTC) program of their college or university. "Going to school is my job now — period," said Schiavone. "There's no better opportunity for enlisted sailors, because it allows you to concentrate exclusively on your studies while working toward a commission."

Officer Candidate Mark S. Seelbach,

a member of Schiavone's ROTC unit at George Washington University, Washington, D.C., agrees. A Navy brat and eight-year Navy vet, Seelbach has always had his sights on a commission and degree. "If it weren't for ECP, most mid-level sailors wouldn't have a chance at a commission," he said. "It's a fantastic program. I'm surprised more sailors don't apply."

Schiavone, a Homewood, Ill., native, applied for ECP after encouragement from her division officer. "I think I'll make a good officer because of my enlisted experience," said the former cryptologic technician (collection) 2nd class. "I'll be able to relate to both sides [officer and enlisted]. How well I utilize my enlisted experience will be the difference between me being an average or outstanding officer."

The program is tougher than either expected.

"A lot tougher,"

Seelbach emphasized. "The commitments are great. You spend most of your time studying, because the course load gets heavy — especially if you came in with only the minimum of credits," said the Stephens City, Va. native.

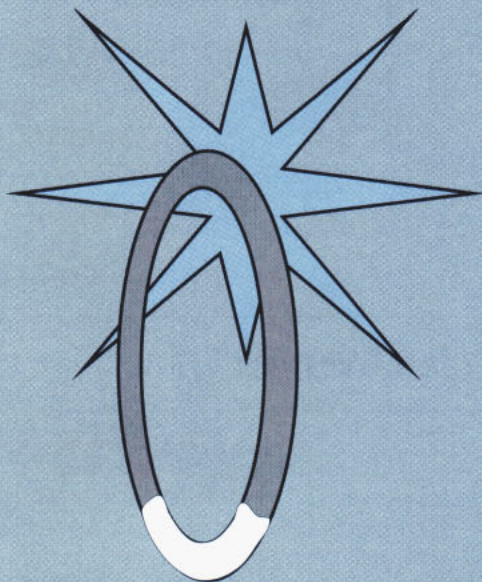
But, the rewards do outweigh the sacrifices, he added.

"I'm working toward my life-long goal. Any hardships I have now are nothing compared to the responsibility and pride I'll have as an officer. Reaching that goal will be even sweeter because of the hard



"There's no better opportunity for enlisted, because it allows you to concentrate exclusively on your studies while working toward a commission."

- OC Denise M. Schiavone



Aviation option opens soon

A new option will be offered in FY95 OpNavNote 1530 due for release by May 1994. The new Enlisted Commissioning Program (Aviation Option) or AECP, will be aimed specifically at increasing the number of African-American pilots and naval flight officers (NFOs).

While the basic ECP will continue to offer the pilot/NFO designator to its graduates the aviation community is specifically soliciting African-American enlisted personnel to apply for AECP. Those individuals selected will, upon completion of the program, be commissioned as pilots or NFOs. No other designator will be authorized. See the FY95 OpNavNote 1530 when issued for details.

work it took to get there," said Seelbach, who is interested in becoming a cryptologic officer, surface warfare officer (SWO) or naval flight officer (NFO).

The 14- to 16-hour days are hectic for these future officers, but they don't mind. They've got both eyes on their prize. Everything they're doing now "is just part of the puzzle," said Schiavone. ‡

Hart is a staff writer for All Hands.

"It's a fantastic program. I'm surprised more sailors don't apply."
- OC Mark S. Seelbach

From bluejacket to officer

- ☛ Selectees go to a Naval Reserve Officers Training Corps (NROTC) as an officer candidate.

- ☛ Candidates, except for those in the nuclear field, complete seven weeks of academic and physical training at the Naval Science Institute (NSI) in Newport, R.I.

- ☛ Only eight NROTC colleges and universities are available for selectees in the nuclear field program.

- ☛ Only Seabees are eligible for the Civil Engineer Corps designator option.

- ☛ Candidates are required to complete NROTC degree requirements for non-technical degrees in 30 months or less and technical degrees within 36 months.

- ☛ Students receive full pay and allowances in their enlisted pay grades and are eligible for advancement.

- ☛ Tuition, fees, books and other expenses are paid by the student.

- ☛ Must be a United States citizen.

- ☛ Must have completed at least four years of service as of September 1 of year of enrollment.

- ☛ Must be at least 22 years old and able to complete degree requirements and be commissioned prior to 31st birthday (35th for CEC option candidates).

- ☛ Cumulative Grade Point Average (GPA) of 2.5 or better on a 4.0 scale.

- ☛ Have a certified copy of recent Scholastic Aptitude Test (SAT) or American College Test (ACT) scores.

- ☛ Meet Navy body fat/physical fitness standards.

- ☛ Have no recent record of conviction by court-martial, nonjudicial punishment or civil court for other than minor traffic violations.

- ☛ Recommended by the commanding officer.

See your command career counselor for more information and an ECP application letter.

Hidden Secrets

Shipmates: Suicide and Intervention

Story by Patricia Swift

You may be the key to preventing a suicide. Knowing what to look for in friends or family, and knowing what to do with that information, could mean the difference between life and death," said LCDR Paul Anjeski, of

the Bureau of Naval Personnel's health promotion program.

It's a myth that January is when depression and suicides peak. According to Anjeski, a native of Hamtramck, Mich., most suicides can occur any time of year. Anjeski said most people don't

observe each other's moods until the holidays set in, but that a depressed person has felt that way all along.

Most suicides can be prevented no matter what time of year, said Kenosha, Wis., native Chaplain (CAPT) Bill Perry, of Naval District Washington, D.C. "If the holiday blues are coming on, sailors need to get involved with their communities, whether stateside or overseas. They need to look at the horizon and find out what's available in that community that can brighten the holiday.

"If at sea, participate in the ship's programs — even if it's no more than going up on deck to sing Christmas carols, going to the Easter service or joining the crew for an impromptu meeting of sorts. Get involved."

Know your people

"We are obligated to know what inspires our sailors, what their concerns are, what's worrying them, and if they're hurting, why they're suffering," Perry said. "'Know your people' has been practiced for more than 200 years. It is our base line — it's a prevention line."

Don't let suicide get in the way. "Open up that communication line," Perry said. "Every life is precious, and no matter how low the numbers are, they are never low enough until you have zero." †

Swift is a staff writer for All Hands.

Suicide Warning Signs

- Verbal statement of wish to die or direct threat of self harm;
- Unusual interest in or talk about the subject of death — reflected in speech, art, letters, etc;
- Previous suicide attempts;
- Depression over recent death of a friend or relative;
- Increased use of alcohol or drugs;
- Decline in job performance and or personal appearance;
- Gives away cherished possessions, or suddenly completes all delayed work or commitments;
- Withdraws from friends or activities; and
- Suddenly possesses a weapon.

If you see these symptoms in individuals, don't leave them alone. Systematic help is crucial. Take them to a chaplain, contact a family service center, a hotline, a mental health professional or their physician immediately.

Source: Bureau of Naval Personnel.





“Every life is precious and no matter how low the [suicide] numbers are, they’re never low enough until you have zero.”
- Chaplain Bill Perry



The Command's Role in Prevention

- Front-line supervisors should know their people. Be aware of changes in attitude, behavior and performance, particularly during legal, financial or relationship problems.
- Be actively concerned about welfare and morale within the command.
- Be aware of resources that can help you help your people.
- Be available. Be supportive. Be an active listener.
- Reassure the sailor that you will listen and try to help him or her.
- Allow the sailor to talk. Get as much information as possible to assist the formal evaluation.

Source: Bureau of Naval Personnel.



Suicide Facts

- Suicide is on the rise nationwide.
- The most common cause for sailor suicide is difficulty in a relationship (divorce, break-ups, separation) or family problems.
- The second most common cause for sailor suicide is difficulty with job.
- Approximately 80 percent of all suicide victims give some advance warning.
- Sailors take their lives most often by violent means, such as firearms or hanging.
- Most sailor suicides occur in apartments, homes, quarters or barracks.
- Among sailors, alcohol is related to 41 percent of completed suicides.
- Women attempt suicide three times as often as men, but men complete suicide at three times the rate of women.
- Women choose methods that allow for greater intervention, such as pills, alcohol, cuts, etc.
- Suicides among men are most action-oriented, such as hanging, guns, vehicles, which allows no intervention.
- Suicides may be prevented by supervisor involvement and action.

Source: Bureau of Naval Personnel.



Don't be a victim

Useful tips can prevent violent crime



Photo by JQ2/AM Laurie Butler

The best defense against being a victim of a violent crime is not putting yourself in a compromising situation. Your base security office can tell you which areas to avoid, plus a few simple rules-of-thumb to help protect you from crime.

❑ Avoid going into town alone. Travel in pairs or groups.

❑ Avoid public intoxication. When drinking in a public establishment, always have a designated driver/sober escort.

❑ Do not go into places that have a history of criminal activity. Avoid unfamiliar or poorly lighted areas, or areas away from the general public view.

If confronted by an individual who is

armed, remember that anything taken from you can be replaced, except your life. There is plenty of room in the graveyard for heroes. Give the individual whatever he or she wants as quickly as possible. Follow the individual's commands to the best of your ability. Note as many characteristics of your attacker as possible. Try to remain calm. Do not make any sudden moves and avoid getting close to the individual. Being passive and submissive will "speed" the attack along and give the individual little reason to become violent.

If you are the victim of a crime, try to note as many characteristics about your attacker as possible. Things to look out for include:

❑ Hair style and color

❑ Unusual scars, marks or other identifiable features

❑ Type of weapon used

❑ Height and weight

❑ Clothing

❑ Accomplices

❑ Vehicle used; make, model, color and tag number

❑ Direction in which the person fled.

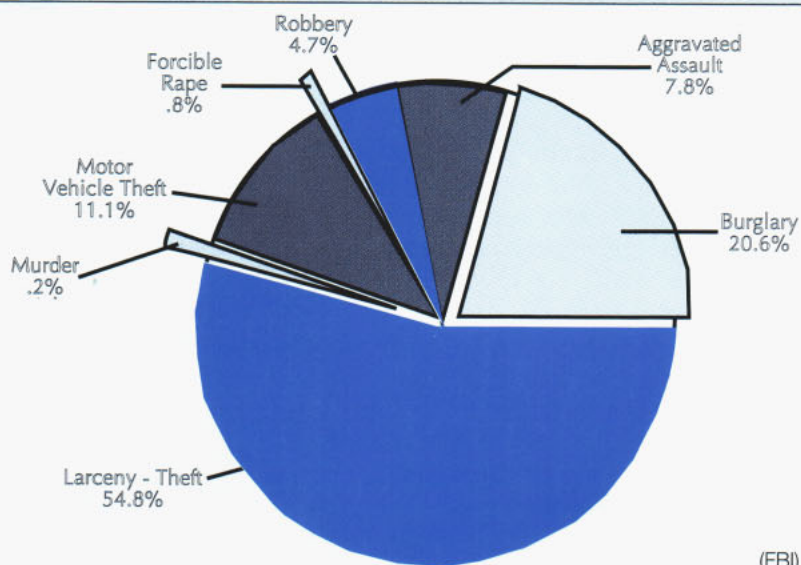
Remember, it takes a desperate person to commit a violent crime. The person may be under the influence of drugs or mentally unstable, and is probably more afraid than you are. Play it smart. Live to testify against the offender in court. †

Story courtesy of Marine Barracks, Washington Provost Sergeant. Statistics from the FBI's 1992 Uniform Crime Reports.

Crime Index Offenses 1992

percent distribution

The Crime Index is composed of selected offenses used to gauge fluctuations in the overall volume and rate of crime reported to law enforcement. In 1992 the crime index dropped 3 percent to nearly 14.5 million offenses, the first decline since 1984.

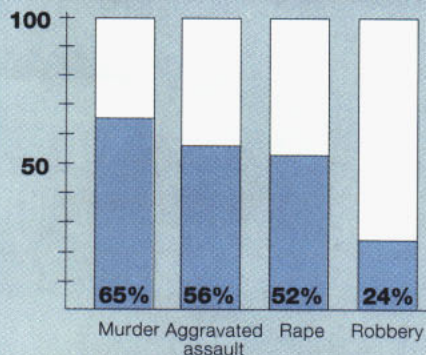


(FBI)

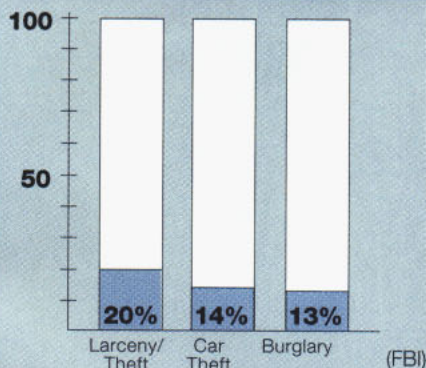
Opposite page: If you must use an ATM at night, make sure it is well lit and in public view. Also, keep a look out for anybody who looks suspicious, loitering about.

Percentage of crimes resulting in arrests in 1992

Crimes of violence



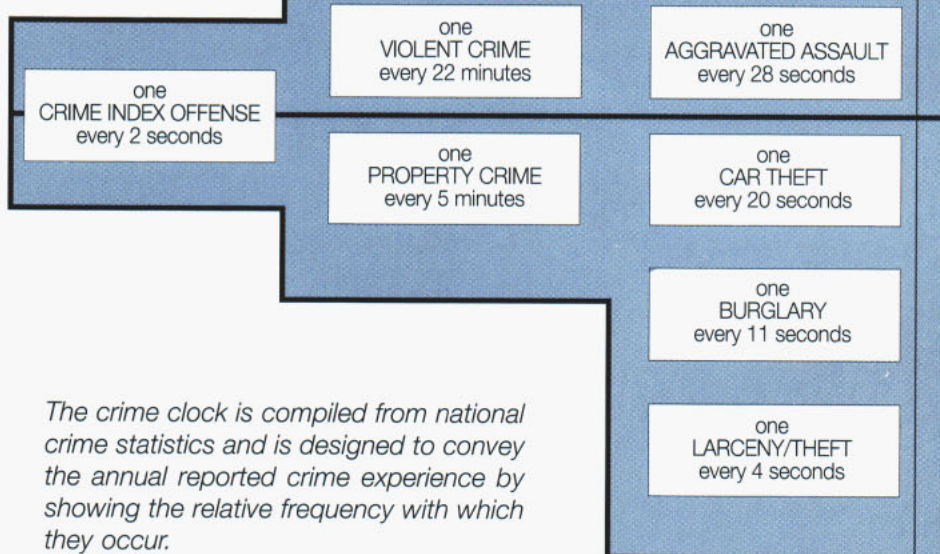
Crimes against property



(FBI)



Crime Clock 1992



The crime clock is compiled from national crime statistics and is designed to convey the annual reported crime experience by showing the relative frequency with which they occur.

(FBI)

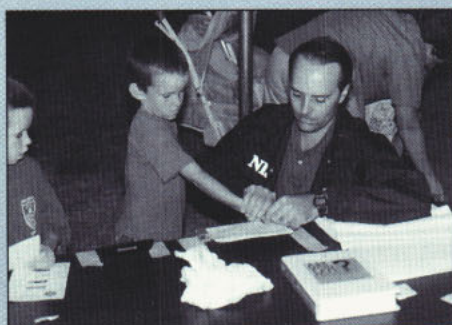
Bearings

National Night Out

For the second straight year, Naval Weapons Station (NWS) Concord, Calif., was selected as a National Night Out award winner by the National Association of Town Watch (NATW) for extraordinary participation in the annual program.

An anti-crime and drug program, National Night Out is an opportunity for citizens and law enforcement agencies to promote crime and drug prevention awareness and police-community partnerships.

This year's national program involved



NCIS Special Agent Don Thompson fingerprints a child as part of the Navy's Ident-A-Kid Program.

a record 26.5 million participants in 8,650 communities in all 50 states, U.S. territories and on military bases worldwide.

NWS Concord received a special award for being one of 11 top naval activities in a field of more than 50 Navy participants.

Participants at the weapons station included Naval Criminal Investigative Service (NCIS), local police departments, Naval Air Station Alameda, Calif., Security Department and numerous on-station departments as well as station civilian and military volunteers.

Activities for both children and adults included static displays of police, fire and other emergency vehicles and equip-

ment. Security Department and NCIS personnel, using the Navy's Ident-A-Kid Program, photographed and fingerprinted more than 100 children.

NWS Concord's program was a team effort involving dedicated support and participation from all areas of the command and civilian community. Contin-



Officer DARE, an educational robot from the Concord Police Department, talks to kids.

ued success and positive response have established National Night Out as a remarkable event that will continue to expand the station's law enforcement and community partnerships.

Naval base awardees:

- NWS Concord, Calif.
- Naval Training Center, Orlando, Fla.
- Naval Base Philadelphia, Pa.
- Naval Station Charleston, S.C.
- NWS Goose Creek, S.C.
- NWS Whidbey Island, Wash.
- Naval Base Norfolk
- NSGA Northwest, Chesapeake, Va.
- U.S. Navy Support Office, La Maddalena, Italy
- U.S. Naval Station, Rota, Spain
- Naval Support Activity, Naples, Italy

Story and photos by NWS Concord, Calif.

Knot easy

Many rates in the Navy have a long history, but none longer than that of the boatswain's mate. Boatswain's Mate 2nd Class Antonio B. Burke does his part to keep that tradition alive. Burke recently transformed 100 feet of light canvas into lace trim that now borders the awning on the quarterdeck of USS *Mount Whitney* (LCC 20).

"When I first arrived on board *Mount Whitney*, there wasn't any kind of lace or fancy work on the quarterdeck," said the Detroit native. "I got the idea since I had done work like this in the past, and I thought it would be nice to have some kind of macrame lace on the quarterdeck."

Making the lace was not an overnight project. The entire process took more than two weeks. "It takes 85 knots for each pattern, and there are a total of 86 patterns," said Burke. "The finished project contained 7,310 knots."

The art of learning to make macrame lace is not something boatswain's mates learn in school. "I taught myself how to do the lace," Burke explained. "I'll look at how it's supposed to be done and then I'll try it myself. I use a little bit of art and a little boatswain's mate ingenuity."

Story and photo by JO3 William F. Kuebler, assigned to USS Mount Whitney (LCC 20).

BM2 Antonio B. Burke ties off sections of string while making lace trim for USS *Mount Whitney*'s quarterdeck.





Bugler keeps the pace

As 8 a.m. nears, David Spiro takes his morning walk, the same walk he's done thousands of times before. Every morning for the past 17 years, Spiro has faithfully sounded reveille at the U.S. Naval Home, Gulfport, Miss.

By looking and listening to this spry, "young" Brooklyn, N.Y. native, you would never guess he just celebrated his 95th birthday. Spiro has been a resident at the Naval Home since its opening in 1976, and serves as the home's bugler.

Spiro joined the New York Naval Militia at age 16 and served in the U.S. Navy from 1915-21. "I was aboard a ship from the day World War I was declared, until it was over," said Spiro.

After the war, Spiro went back to New York, but didn't abandon his bugling. He was a member of the American Legion

Spiro considers blowing the bugle good exercise. "I guess I've had good lungs," he said. "That's why I'm still here."

Story and photo by JOSN Mark Wagner, assigned to Naval Construction Battalion Center, Gulfport, Miss.



Ninety-five-year-old David Spiro bugles "Ruffles and Flourishes" at a recent World War I 75th Anniversary Commemorative Ceremony at the U.S. Naval Home.

Joint rescue at sea



Four Connecticut mariners are sleeping in warm beds again thanks to the joint efforts of USS *George Washington* (CVN 73) and the Coast Guard.

The sailors had departed Norwalk, Conn., on their 38-foot sailboat, Oct. 29, headed for the island of Bermuda when they encountered high winds and heavy seas. As a result, the ship lost its engine, electrical power and its main mast snapped in two.

"We did everything we could, but with only half a mast, no electrical power and food going bad, we had to get help," said Tom Malkin, captain of the disabled vessel.

"We decided we had better activate our EPIRB [Emergency Positioning Indicator Radio Beacon] and get some help," added Andrew Maciel, owner of the sailboat.

The Coast Guard detected the signal, roughly 350 miles east of Cape Hatteras, N.C., and immediately dispatched a C-130 to locate the vessel. At the same time, *George Washington*, which was conducting aircraft carrier qualifications 100 miles off the coast of Virginia, ceased its training operations

From left: Andrew Maciel, Russell Keen, Tom Malkin and Mike Tracey were rescued from their sailboat, which was adrift in the western Atlantic. Keen is holding an Emergency Positioning Indicator Beacon which emits a signal that can be detected by satellites and specially equipped aircraft.

and proceeded to the same location.

While *George Washington* was steaming toward the disabled ship, the Coast Guard contacted a merchant vessel in the vicinity of the sailboat to provide further assistance. The motor vessel was able to reach the foundering boat and remove the crew.

About the same time, *George Washington* launched an SH-3 *Sea King* helicopter from Helicopter Combat Support Squadron 5 to transfer the crew from the merchant ship. Once aboard the carrier, the sailors received medical assistance from the ship's medical department. All four crewmen were in good condition.

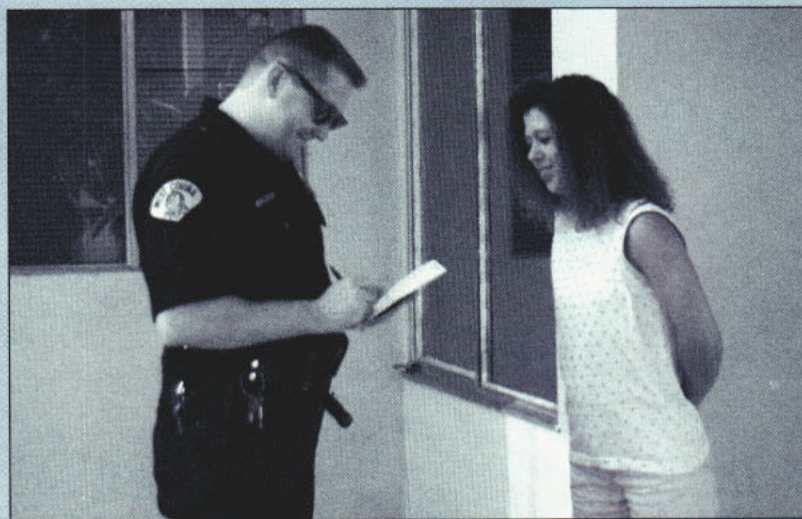
Story by Commander Naval Air Force U.S. Atlantic Fleet public affairs, photo by Dawn Brennan.

Bearings

The long arm of the law

Every week, Yeoman 1st Class Bob Sheppard returns to his roots in West Covina, Calif., to patrol the city as a reserve police officer.

Sheppard has been stationed in Guam, Subic Bay and at Naval Air Station North Island, Calif., but his current assignment to the Navy Office of Information, West, in Los Angeles, has made it possible for him to live and serve in his old neighborhood. "I enjoy working in the community I grew up in," said Sheppard. "It's a good way to give something back."



Two to three times a week, Sheppard suits up for evening patrols as a reserve police officer. The shifts are six hours long and encompass a variety of situations. "I once apprehended a car burglar after chasing him on foot," Sheppard said. "Most of the time I do less exciting things like serve subpoenas, direct traffic and respond to calls from frightened citizens." He also provides back-up for full-time police officers when they are responding to accident or crime scenes.

Sheppard spends much of his time talking to youngsters about life in inner-city neighborhoods, where gangs can be as numerous as the elementary schools they claim as their territory. Encouraged when they observe a positive role model, who stood in their footsteps a few years earlier, the youngsters enthusiastically accept the "West Covina Junior Crimefighter" buttons he hands out at the end of his talks.

Routinely, as Sheppard surveys the activities in his old neighborhood, he passes by his alma mater, West Covina

Officer Bob Sheppard delivers a subpoena to a West Covina resident.

High School, his church, the restaurant where he had his first after-school job and both his and his mother's homes. Like an old friend, he knows the area well - one of West Covina's finest is on the job.

Story and photo by LT Bob Garcia, assigned to Navy Office of Information, West, Los Angeles.

CODE BLUE!

It was shortly after dawn at Marine Corps Air Station, Iwakuni, Japan, when a group of Marines jogged on to the softball field adjacent to the medical clinic. Suddenly a cry went up. "There's a man down!"

Hospitalman Yoshiaki Melrose, a recent arrival to the clinic's staff, heard the alarm, analyzed the situation and responded immediately. Heart attack!

The stricken Marine was immediately taken to the clinic, where "everyone responded to a 'code blue,'" said Melrose.

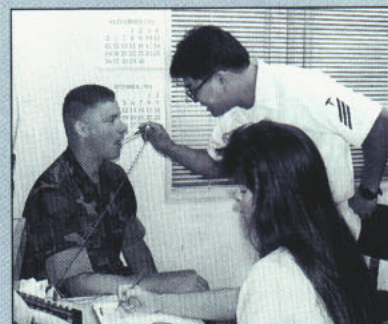
The quick response is credited with saving the Marine's life. He was MedEvac'd (medical emergency evacuation) to Tripler Army Hospital, Hawaii.

"I didn't think it would ever happen," said Melrose. "It felt really good that I could help somebody."

Melrose, who was born in Tokyo, said his training prepared him for the "real thing." "When I worked at Great Lakes Naval Hospital, [III] I worked in the intensive care unit and we had certain codes we practiced. All corpsmen are trained to respond like that. It's what we do — emergency medicine."

Story and photo by Bill Doughty, assigned to U.S. Naval Hospital, Yokosuka, Japan.

Hospitalmen Yoshiaki Melrose and Jo Sue Nash check an Iwakuni Marine's vital signs.





Doing Double Duty

If you're ever down at Naval Air Station Kingsville, Texas, and you see the Dampier brothers walking down the street, you might think the hot Texas sun is making you see double. But if you shade your eyes a bit, you'll realize you're not seeing double, but identical — twins that is.



John (left) is one hour older than his brother Donny. Both twins live and work together at NAS Kingsville, Texas.

It's not uncommon for brothers to be assigned to the same duty station, but having identical twins on the same air station can be confusing. Especially since they are the same rank and rate. Both equipment operators 2nd class, John and Donny Dampier, of Lexington, Ky., work at the Public Works Department NAS Kingsville.

At 25, they have gone through life and made some of the same decisions together. "We joined the Navy together, went to boot camp and "A" school together. And this is our second time being stationed together," Donny said.

When not working, John and Donny like to spend time together as well. Both married within three months of each other, they say they like to spend time in south Texas hunting, fishing and playing golf. "It's great having a brother around. We have a lot of friends, but there's nothing like family," Donny said.

... or was it John?

Story and photo by JO2 Brett Bryan, a photojournalist for All Hands.

Sailor has an outer space experience

Personnelman 2nd Class Ralph Weaver, of the Naval Air Reserve Jacksonville, Fla., Personnel Support Detachment, is a "Trekkie" in every sense of the word. Ever since he saw his first "Star Trek" movie in 1978, he's been hooked.

Last August, Weaver, a native of Birmingham, Ala., came up with an idea to meet one of Star Trek's cast. He knew it was a long shot, but decided to write to Paramount Studios in Hollywood asking if someone from "Star Trek - The Next Generation" would reenlist him.

Weeks passed and Paramount still hadn't responded to Weaver's request. Never losing hope, he diligently kept writing.

Weaver's dream would soon become reality when he learned that Jonathan Frakes (CDR Riker) was going to be in the Jacksonville area attending a Star Trek convention. Weaver faxed a letter to Frakes and three days later he received a positive answer.

I was on a natural high," said Weaver. "I couldn't believe it was really going

to be approved."

Nov. 6th finally arrived and, for Weaver, the countdown began. "I kept looking at the clock at work and thinking 'is it time yet?'"

At 4:30 p.m., Weaver's time came. Acting as reenlisting officer, CDR Craig Fausner, executive officer of Naval Air Reserve Jacksonville and Denton, Texas native, raised his right hand with Weaver as the executive officer of the Starship *Enterprise*, CDR Riker, read the oath.

"I would really like to personally thank Mr. Frakes for making this all possible," said Weaver. "He did this because he wanted to, not because he was told to, and I think that's great."

Story and photo by JO3 Kelly A. Hinderer, assigned to Naval Air Reserve, NAS Jacksonville, Fla.

PN2 Ralph Weaver recites the reenlistment oath with his favorite commander, William Riker (Jonathan Frakes) of the Starship *Enterprise*.



Shipmates



Drew Brown III, a Naval Reserve Lieutenant Commander of Memphis, Tenn., received the National Freedoms Foundation's George Washington Honor Medal in a ceremony at Naval Reserve Force New Orleans, during the annual Naval Reserve "Campaign Drug Free" conference. Brown, the founder and president of "The American Dream," was awarded the medal for the work he's done to combat drugs among America's youth.



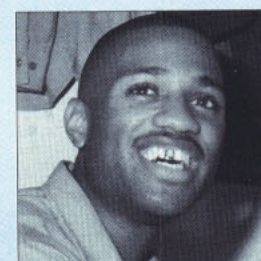
Chief Storekeeper Geoffrey M. Ross was awarded the Navy and Marine Corps Medal for heroism while serving at the Naval Diving and Salvage Training Center, Panama City, Fla. After witnessing a vehicle crash into a power pole, Ross pulled the victim from the wreckage. He also administered cardiopulmonary resuscitation and saved the life of another civilian who was electrocuted by the dangling high voltage wire.



CDR Edward Boyd was presented a Certificate of Merit by the Honolulu Police Department. This is the department's highest award given to a private citizen. Boyd, an aviation maintenance officer at CinCPacFlt, came to the aid of a police officer who was assaulted by a suspect he was trying to arrest. Boyd tackled the suspect and helped the officer restrain and handcuff him.



LT Charlene Burns of the Naval Medical Clinic, New Orleans, was selected as the Navy Nurse of the Year for the Armed Forces District of the Association of Women's Health, Obstetrics, and Neonatal Nurses. Burns implemented a grief counseling program as well as a gestational diabetes training program. The Savannah, Ga., native was presented the award during the Armed Forces District's annual meeting in Seattle.



Hospital Corpsman 3rd Class Bernard L. Turner of USS *Theodore Roosevelt's* (CVN 71) medical department was selected as the ship's Junior Petty Officer of the Quarter. Turner, a native of Cincinnati, believes education and training is the key to success in the Navy. "Not only am I getting a chance to see the world, but I'm also receiving a lot more education and on-the-job training."



Yeoman 1st Class (SS) Brian K. Lowery of Commander Submarine Squadron 17 Silverdale, Wash., was recently chosen as the Kitsap County Sailor of the Quarter. According to YNCS(SS) Peter J. Anthony, assistant squadron secretary, the New York City native was chosen because of his "...outstanding performance and the outstanding performance of those that work under him. Basically he's a 4.0 sailor every day."

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As part of the U.S. Navy's 218th Birthday celebration in Washington, D.C., a time capsule commemorating the 100th anniversary of the establishment of the chief petty officer rank was sealed at the Navy Memorial. Helping to seal the capsule is retired BMC Eldrige McWhorter, 91, (right) who served in the Navy from 1919 to 1945. HTC(SW) Mike Blanchard lowers the capsule, containing such items as an original CPO cap device, uniform devices worn by current chiefs and a roster of all chief petty officers currently on active duty. Photo by PHC(AW) Joseph Dorey.

Vietnam Women's Memorial

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